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Hongkong Daily Press.

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No. 22815. 號伍拾捌捌什式萬第 日柒廿月柒年未辛 HONG KONG, WEDNESDAY, SEPTEMBER 9, 1931. 叁拜禮 日玖月玖年壹卅佰玖仟壹英 Price: Single Copy, 10 cts. Per Month, \$3.

KOWLOON-CANTON RAILWAY. TIME TABLE.

On and after MAY 2nd, 1931, until Further Notice (all previous
Time Tables cancelled).

UP TRAINS

STATIONS	No. 2	No. 6	No. 10	No. 14	No. 18	No. 22	No. 26	No. 30	No. 34	No. 38
Kowloon	6.40	8.05	9.20	10.35	11.50	1.05	2.20	3.35	4.50	6.05
Tsimshui	6.45	8.10	9.25	10.40	11.55	1.10	2.25	3.40	4.55	6.10
Shatin	6.50	8.15	9.30	10.45	12.00	1.15	2.30	3.45	5.00	6.15
Taipei	6.55	8.20	9.35	10.50	12.05	1.20	2.35	3.50	5.05	6.20
Taipei Market	7.00	8.25	9.40	10.55	12.10	1.25	2.40	3.55	5.10	6.25
Fanning	7.05	8.30	9.45	11.00	12.15	1.30	2.45	4.00	5.15	6.30
Shenzhen	7.10	8.35	9.50	11.05	12.20	1.35	2.50	4.05	5.20	6.35
Shenzhen	7.15	8.40	9.55	11.10	12.25	1.40	2.55	4.10	5.25	6.40
Canton	7.20	8.45	10.00	11.15	12.30	1.45	3.00	4.15	5.30	6.45

DOWN TRAINS

STATIONS	No. 1	No. 5	No. 9	No. 13	No. 17	No. 21	No. 25	No. 29	No. 33	No. 37
Canton	7.30	8.55	10.10	11.25	12.40	1.55	3.10	4.25	5.40	6.55
Shenzhen	7.35	9.00	10.15	11.30	12.45	2.00	3.15	4.30	5.45	7.00
Shenzhen	7.40	9.05	10.20	11.35	12.50	2.05	3.20	4.35	5.50	7.05
Taipei	7.45	9.10	10.25	11.40	12.55	2.10	3.25	4.40	5.55	7.10
Taipei Market	7.50	9.15	10.30	11.45	13.00	2.15	3.30	4.45	6.00	7.15
Fanning	7.55	9.20	10.35	11.50	13.05	2.20	3.35	4.50	6.05	7.20
Shatin	8.00	9.25	10.40	11.55	13.10	2.25	3.40	4.55	6.10	7.25
Tsimshui	8.05	9.30	10.45	12.00	13.15	2.30	3.45	5.00	6.15	7.30
Kowloon	8.10	9.35	10.50	12.05	13.20	2.35	3.50	5.05	6.20	7.35

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By Order,

GEO. A. WALKER, Manager,
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EXCURSION TO MACAO:—

ON SUNDAY, THE 13th SEPTEMBER, 1931

S.S. "SUI TAI"

Will depart from the Company's Wharf, Lock Street Wharf at 9 A.M.,
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Note.—All Steamboat Company's Steamers are fitted with Wireless.



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DIARY OF LOCAL EVENTS.

To-day,
(September 9.)

White Dow (Pat-lu) Admission
Day, (Cal. U.S.A.).
Ping Pong Tournament.—Singles
Championship. Y. Segalen v. Siu
Man Cheuk (Confucian Association).

Queen's Theatre: "Pardon Us."
World Theatre: "Disconsolation"
(Chinese film).
Star Theatre: "The Trial of
Mary Duggan."
Central Theatre: "Outside The
Law."

King's Theatre: "Kick In."
Tea Dance at Lane, Crawford's
Restaurant; Dinner, Dances at
Peninsula Hotel and Repulse Bay
Hotel.
European Mail.—Inward: Europe
(via Siberia (Gange)).
Tides:—High at 6.11 and 9.16;
Low at 2.50.

Thursday.

(September 10.)

Ping Pong Tournament.—Singles
Championship: Pang Yin Ku v. Li
Chuen Kai (South China A.A.);
Fook Hin Chin v. Tsang Kwok
Wing (Eastern Athletic Assoc.).
Queen's Theatre: "It's A Wise
Child."
World Theatre: "Blood Spatter-
ed Castle" (Chinese film).
Star Theatre: "Love, Live and
Laugh."
Central Theatre: "The Donovan
Affair."

King's Theatre: "Soup to Nuts."
Dinner Dances at Hong Kong and
Peninsula Hotels.
European Mail.—Inward: Europe
(via Suez (Mantua)).
Tides:—High at 7.20 and 9.26;
Low at 12.40 and 2.30.

Friday.

(September 11.)

Service in Memory of Master,
Deck and Engineer Officers, s.s.
Kwongsang at St. John's Cathedral,
5.30 p.m.
Hong Kong Cricket League Meet-
ing, Sanitary Board room, 5.15 p.m.
Licensing Applications due.
Queen's Theatre: "It's A Wise
Child."
World Theatre: "Blood Spatter-
ed Castle" (Chinese film).
Star Theatre: "Love, Live and
Laugh."
Central Theatre: "The Donovan
Affair."

King's Theatre: "Soup to Nuts."
Tea Dance at Lane, Crawford's
Restaurant; Dinner, Dances at
Hong Kong Hotel and Peninsula
Hotel.
Tides:—High at 8.15 and 9.46;
Low at 1.36 and 3.06.

AUSTRALIA SEES IT THROUGH.

STERN PATH OF ECONOMY.

RESULTS OF STATE AND PERSONAL EXTRAVAGANCE.

There are times in a nation's history when the racial temper, the national stamina is put to a severe test, writes Commander Geoffrey Rawson, in the London *News Chronicle*. Even if it survives that test, it can look forward only to the dusty uphill path of self-denial and self-sacrifice.

Such a spectacle may be witnessed in Australia, where a great national reconstruction is in progress from which, happily, there are already indications that she will successfully emerge.

In this process Australia is undergoing not only a material renaissance, but a spiritual one. In the past she has been prodigal, extravagant, lavish. She has spent millions, and now finds that she has little or nothing to show for them.

Save a crushing interest bill, she has built herself a superfluous Bush Capital at Canberra at a cost of £12,000,000, and railways that do not pay their interest bill; she has built up social services which she could not afford and has prided herself on a standard of living which is now seen was far beyond her means.

In the process she has borrowed until her National Debt to-day exceeds £1,000,000,000—a crushing burden for 6,000,000 people to shoulder—but to her lasting honour and credit, let it be said at once that she is shouldering it and is determined to meet her creditors in full.

Sacrifices by All.

Half of that great sum is owed overseas and in order to honour their bond the people of Australia have voluntarily agreed to accept a reduction of 22 per cent. on their own interest bill should be paid in full. Under the National Emergency Finance Bill, which has been passed through Parliament, a complete plan of national rehabilitation has been undertaken.

Not only every section, but every individual, has had imposed and is accepting, the most severe and rigorous economies. Ministerial and Parliamentary salaries, war, invalid

and old-age pensions and all emoluments, wages and salaries have been cut by at least 20 per cent., and in the case of higher salaried people by as much as 30 per cent.
Everyone, from the Judge of the High Court to the Post Office messenger, is affected; the interest on bank deposits and on overdrafts has been reduced; rents have come down, public and private expenditure has been reduced to an irreducible minimum, and even below that; taxation is so severe that no one has anything left; every possibility of economy is being explored—even the Post Office clocks in the city square will no longer be illuminated at night.
In private homes, severe economy is the order of the day. It is, in fact, the main subject of conversation. The cheap markets are thronged with women, who scrutinise every penny in their food bills; expenditure on luxuries has ceased; motor-cars are left in garages; walking into town is fashionable; and even school children of tender years are learning the hard lessons of hard times.

(Continued on Page 2.)

THE HONGKONG

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Sporting and Athletic Goods.

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The Only Hotel in CANTON

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Guides and Trips

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A \$30.00 TIFFIN TICKET
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Entitles you to our \$1.25 tiffin in the
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From PEDDER STREET
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GLOUCESTER BUILDING
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SATURDAY, 12th Sept.
85 Per Cover.



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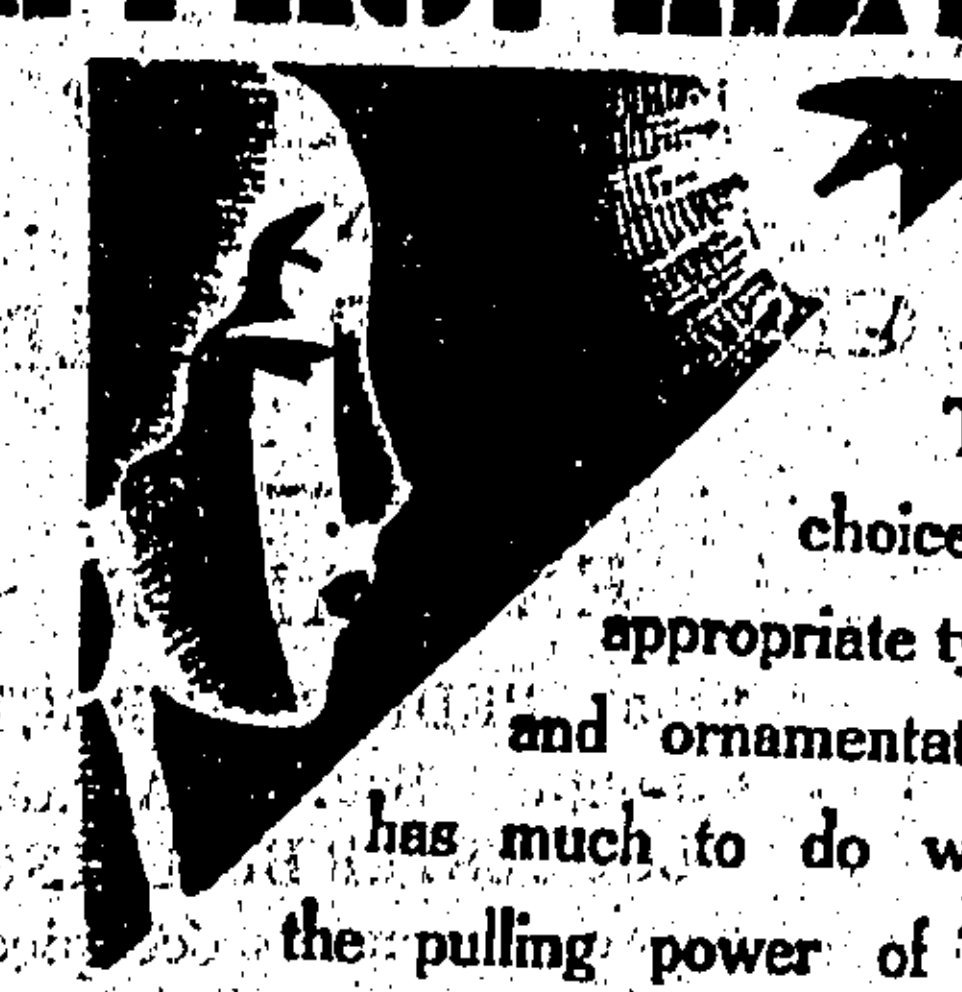


AFTER THE GAME—

A Cup of refreshing and invigorating Lipton's Tea seems to pick you up and make you feel rested. There is no tea in the whole world as good as Lipton's, and this is borne out by the fact that it has the largest sale in the World.

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The choice of appropriate type and ornamentation has much to do with the pulling power of an advertisement.

THE HONG KONG DAILY PRESS

in setting up advertisements aims at making them as effective as possible by the proper co-ordination of type, copy, and illustration.

OUR SPECIALISTS ARE: DESIGNERS, WRITERS, AND ARTISTS.

AIRWAYS AND AVIATION.

THE SIGNIFICANCE OF COMMERCIAL AVIATION.

TENDRILS THAT WILL BIND THE EMPIRE TOGETHER.

A PALESTINE WAR REMINISCENCE.

Last week Major Brasier brought reviewed in this column the earlier days of flying, with special reference to developments that were hastened by the War. After dealing with the final phase of war aviation, and the destruction of the Turkish Seventh Army, some of the problems of Commercial Aviation are outlined in the article given below:

Only in the last few months of the war was the aeroplane beginning to exert an independent influence on the control of large forces and such incidents as the complete destruction of the Turkish Seventh Army, by relays of aircraft, demonstrated the terrific capacities of the new arm. In another direction, a big bomber, which had succeeded in demolishing the telephone and telegraph exchange at the Turkish G.H.Q. prior to the above mentioned engagement, was used, on the advice of Colonel Lawrence, to impress the Arabs of whom he was in charge. This it certainly did, as well as demoralising their enemies.

After the armistice, this machine was taken from Cairo to Bagdad arriving there on December 1, 1918, and, later, it went on, across India, to Calcutta, thus performing the first London to India flight. On board were Sir Geoffrey Salmond, Air Commodore Borton, and the late Captain Sir Ross Smith, who eventually led the first England-Australia voyage, in which he was so ably backed up by his brother. Another, similar craft, succeeded, laden with bombs, in climbing above the mountains which lie along the frontier of India and, by raiding Kabul, took a decisive part in the ending of the Afghan war of 1918.

Commercial Aviation.

So far we have dealt with some of the outstanding milestones along the path of development of large heavier than air machines during the ten year period ending with the Great War. At the decade's commencement the problem was to fly at all, at its finish another problem had to be faced, the conversion of a military weapon into a social service—a sword into a ploughshare. This problem still remains only partially or locally solved. At first sight, such a statement will seem strange since one would think that aeroplanes fitted for such tasks as I have just described could be easily redesigned for the carriage of passengers and freight.

But, this is not the case. Firstly, no commercial freight would be likely to provide so compact or concentrated a load, as do bombs, for the same weight—machines had to be enlarged to an enormous extent. Secondly, while the super-bomber and fighting planes were evolved unhandicapped by any financial considerations, there is an obligation on a transport service to justify itself by the figures it shows on the balance sheet. There was, at first, neither any urgency nor Government financial support for civil aviation commensurate with what had forced the development of the war-plane. The effect of this withdrawal of the "incentive" to and sinews of reconstruction work, was that the popular expectation that flying would continue, in the commercial sphere, the rapid advance of the war period, was sadly disappointed. Even though the railway, the steamship and the motor road had, in Europe, almost reached the limit of technical improvement, and were proving unequal to the demands for increased speed made upon them, the expense of the costly and elaborate ground organisations essential to the safe and reliable operation of airlines made their promotion too hazardous for unaided private enterprise.

London-Paris in 1919.

The summer of 1919, however, almost exactly ten years after the opening point of this history, saw the inauguration of the first regular air service between London and Paris. This was in August, and, a week or two later, a line to Brussels was opened. Each of these continental services operated daily in both directions. The establishment, on November 10, 1919, of an official air mail between London and Paris put the official seal on these ventures. In the following summer Amsterdam was joined to London and the future looked sufficiently rosy, but, towards the end of the year the French Government began to grant subsidies to lines set up to compete with the British services. In the spring of 1921, these latter had to cease operations. It was not until this had actually happened that, moved by the urgings of the Press and the consequent pressure of public opinion, the British Government unwillingly consented to support British commercial aviation. After a stoppage of three weeks the services were resumed but there were still too many competing companies, too expensive overheads, and a wasteful divergence between the types of machines in use.

However, things went on in this way until the summer of 1923 when a three times a week service was extended to Switzerland, and, on April 1, 1924, the rival English concerns—now four in number—merged into the present Imperial Airways.

British Aircraft Constructors.

How, under this name, British commercial flying has thrown out tendrils that will, eventually, grip and tie together the "far flung arms of Empire" is modern history into which I need hardly enter here. How, under the now, revived encouragement of the Air Ministry and its staff of experts, the Society of British Aircraft Constructors has, through its constituent members, provided the world with its finest engines, its record breaking Schneider contestants, its most speedy fighters and bombers, and its safest and most economical commercial craft is amply described, from time to time, in the other columns on this page. I will content myself with drawing a moral and expressing an opinion.

Commercial air transport has unquestionably entered into an era of expansion vastly greater than it has, hitherto, experienced. Whether the future of civil aviation lies with the large, many-seated multi-engine machine in the development of which England, led by her first manufacturing company, Handley Page, has outstripped the world, or with the smaller, multi-engine machine in the States, the study of that future is the affair of every thinking man and woman; and of every department of Government and business house. Commercial flying will enter into, and influence, every human activity, from fishing to health, from pawn-broking to hotel-keeping, it is not solely a matter of passengers and mails and urgent freight. That is the moral I would have you think over.

And my opinion is—that as telegraphy and telephony and wireless have limited the powers and initiative of responsible men, I speak of directors and Governors, as well as of managers and police-inspectors, so will air traffic release those yearning from their present bonds, for the use of the air speeds up action, as the use of the wire quickens control.

BRITISH FLYING NEWS.

COST OF A TRIP TO SOUTH AFRICA.

BUSINESS-PLEASURE JOURNEY.

THE LONG DISTANCE RECORD.

London, August 4.—Statistics more complete and informative than any previously kept by a private flyer were compiled by Mr. and Mrs. Humble, who flew recently from Capetown to Glasgow, the trip being made to combine business with pleasure. Husband and wife learned to fly last year in South Africa and they took turns at the controls during the flight home in their own "Puss Moth" cabin monoplane.

The couple flew 10,466 miles in 107 hours, making an average speed of 98.1 miles an hour. The engine consumed 608 gallons of fuel, equivalent to 17.2 miles per gallon, a figure much better than is secured in most of the larger kind of motor-cars. Oil used amounted to forty gallons.

Although at some points in the interior of Africa fuel cost up to 6s. 3d. a gallon and oil anything up to 9s., the total cost of the entire journey in fuel, oil and aeroplane maintenance along the route was only £208 3s. 11d., or 2.45 pence per mile for the carriage of two people and their luggage—less than third-class railway fare. Travelling expenses under the heads of "general," "taxi-cabs" and "hotels," amounted to £116, making the total cost of the journey equivalent to just over five pence a mile, or the bare first-class railway fare for two travellers.

The tremendous advantages of light aeroplane travel are obvious in these few figures extracted from Mr. Humble's elaborate tables of costs. Further, he and his wife spent only 16½ hours, or just under four and a half days, in actual journeying along the route. Apart from taxi-cab journeys the whole of the remaining time between their departure from Capetown on June 1 and their arrival at Renfrew early last month was spent in sight-seeing, visiting friends and, for Mr. Humble, the transaction of important business in a fraction of the time that ground transport would inevitably have called for.

THE DISTANCE RECORD.

Now that the International Aeronautical Federation has officially recognised the flight from New York to Constantinople, accomplished last week by the two American airmen Russell Boardman and Polando, as a new distance record the secondary task before the British pilots of the Fairey long-range monoplane becomes slightly more difficult.

Four days ago Squadron Leader Gayford and Flight Lieutenant Bett took over the new machine from the Fairey company and acceptance tests have begun. When preliminary trials are completed the big monoplane will be flown to Cranwell aerodrome, Lincolnshire, which provides the best runway in England for the take-off of a heavily loaded flying machine and there prepared for a non-stop flight to Egypt which will be the first in a series of non-stop journeys between England and distant strategic points in the Empire and along the main ocean routes.

In time of war swift reinforcement of British aerial units many thousands of miles away might be essential, while the alignment of the nations in a future conflict might make it difficult for British aeroplanes to make landings at intermediate points on foreign soil. The development of aircraft able to span easily the long stages between continents is a task of the first importance.

M. PICCARD'S PLANS.

TO MAKE ASCENT TO 12,000 FEET.

FUTURE TRAVEL IN STRATOSPHERE.

Brussels, July 30.—Professor Piccard announced to-day that he will soon make a new ascent, but his aim, he told a journalist of the "Derniere Heure," will not be to reach the stratosphere. He will climb to an altitude of 12,000 feet in order to check the instruments he took with him during his memorable flight of May last, when he reached a height of ten miles.

For his new trip the Professor will use a balloon having a capacity of 2,000 cubic metres similar to those employed in the Gordon Bennett Cup.

When asked whether he would take off from Brussels Professor Piccard said that he would like to ascend from Brussels because the expenses would be smaller, but he feared that if he did so, easterly winds might carry the balloon over the sea. He does not wish to return to Augsburg for his next ascent because, he says, there is no hydrogen ready there.

It has been further suggested to Professor Piccard that he should go to the Zeppelin base at Friedrichshafen, where he would be allowed to make use of the existing arrangements of the German airship.

A Prophecy.

Questioned whether he thought a new ascent into the stratosphere was likely to be attempted by other balloonists, the Professor replied that up to now nobody had consulted him.

"I think," he said, "that the report that Russian scientists will attempt to climb into the stratosphere is not true. What I do believe is that we shall soon have a 'stratosphere plane.' France and Germany are engaged in a friendly rivalry, the result of which may be the construction of an aeroplane capable of travelling in altitudes exceeding 33,000 feet."

"A German engineer and a French aeroplane constructor have consulted me on the subject," Professor Piccard continued. "My own opinion is that we shall be able to travel in the stratosphere very soon."

Professor Piccard will leave for America to deliver a series of lectures at the end of September or at the beginning of October.

tween England and the nearest landing grounds on British-controlled territory is consequently a first requirement in the perfection of Empire defence.

CRANWELL TO CAPETOWN NON-STOP?

Following a successful flight to Egypt and back the Fairey monoplane is likely to be steered during the autumn towards Capetown or Ceylon, the final choice of destination depending on the time of year and the prevailing weather conditions. Either route holds the prospect of a British machine establishing a new record for distance flown non-stop by an aeroplane in a straight line without refuelling.

Boardman and Polando flew 8,043 kilometres from point to point along a great circle of the globe, equivalent to 4,997 miles, and surpassing the previous record of the French pilots Costes and Bellonte by 85 miles. The governing regulations provide that a new distance record must surpass the old by at least 100 kilometres (62½ miles), which means that Gayford and Bett must fly 5,098 miles or more.

The great circle distance from Cranwell to Capetown is about 5,900 miles, which allows ample margin.

AUSTRALIA SEES IT THROUGH.

(Continued from Page 1.)

The figures of export trade are now eagerly watched by the Australian people; there is a national effort based on intense pride of country to rehabilitate Australia; for once everyone is taking an interest in their country, its politics, its finances, its trade, and the progress of the season is noted with renewed hope, since there have been ample rains throughout the continent.

Spirit of Australia.

The high cost of production are coming down; swollen and inflated values are receding to a reasonable level; and the cost of living has fallen sharply, with gratifying results. The perils of inflation have been avoided so far, and though there is privation and distress among an unprecedented number of unemployed, Australia is passing through her crisis without civil riots or commotion of any kind, and with the patriotic support of the great mass of the people.

In her hour of trial Australia looks to England for support and encouragement, as a child looks to its mother. She has not looked in vain. She has received a suspension of interest payment on her war debt, and that has been followed by further relief under the Hoover Plan.

The Australian grins, as is his custom, when in a tight corner, takes another hole in his belt and admits with a shrug that the good times of "boom, borrow and bust" are over.

For, like any of British stock, he is seen at his best when "up against it"; he does not know when he is beaten and he has sublime and perfect confidence in the future of the great continent. In the meantime he is ready for the lean times, and doggedly determined to see them through.

YOUTH'S CHANCE IN THE AIR.

1931 A CAR: 1932 A PLANE.

All interested in the making and sale of private aeroplanes, as well as officials of light aeroplane clubs, are predicting a "little boom" year in 1932, with owner-pilot planes selling at little more than the price of a good class car.

During private tests, two seven-cylinder radial aero engines—the one being made in London, and the other in Birmingham—have behaved so well that it is understood plans are being considered for their production on "mass" lines. This, of course, must not be thought of in terms of car "mass" production.

Cheap Air Travel.

These engines are the 156 h.p. Morris, made in the Worcester Works, Birmingham, and the Manchester-designed Pobjoy, developing 150 h.p. Prices, it is understood, have not yet been fixed, but air traders believe they will bring the advent of cheap air travel much nearer.

There are now approximately 2,200 private air pilots in Britain, of whom only about 200 own their machine.

"Coming Into Its Own."

"The light plane is coming into its own next year," said a famous pilot to me at Brooklands yesterday. The new engines are expected to bring into the air hundreds of young men who now buy sports cars.

The air is at the point where car motoring stood in 1921, and there is going to be a great expansion in relatively low-powered machines for two, which can be maintained, garaged and run for, say, 10,000 miles a year at about £250 annually.

I shall be surprised if in August 1932, there are not 4,000 light plane pilots and nearly 1,000 private owner-pilots in Britain.

CENTRAL
THEATRETO-DAY and TO-MORROW
At 2.30, 5.10, 7.15 & 9.20 p.m.COLUMBIA PICTURES
The DONOVAN AFFAIRWith JACK HOLT
DOROTHY REVER
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and an All-Star Talking Cast!

It is the most gripping, compelling, dramatic and thrilling screen play of the year!

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Universal Super-Production

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Starring

JOHN BOLES—LUPE VELEZ

Directed by

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THE SILVER SCREEN.

CENTRAL THEATRE.

"THE DONOVAN AFFAIR."

Jack Holt rides a different sort of hobby in "The Donovan Affair," the Columbia all-dialogue mystery commencing its engagement to-day at the Central Theatre. Instead of seeing Holt, astride a horse, dashing across the plains in pursuit of the dastardly villain who is clutching the wilting heroine in his arms, we see him in the role of a detective confronted with a very baffling murder mystery.

Jack Holt is the only "western" star who is enjoying the same popularity to-day as he did when "wild west" pictures were all the vogue. As soon as this type of picture became extinct, so far as the public was concerned, delineators of "western" roles were totally eclipsed.

Columbia Pictures, however, recognized the ability of Holt as a dramatic actor and created a new Holt personality for the screen. He was cast in several productions, but his role in "Flight," marked him as one of the outstanding actors in pictures to-day.

In "The Donovan Affair," in the role of Inspector Killian, Holt assumes a characterization he has never done before. In commenting on his part, Holt expressed a great partiality for detective yarns.

"I think this sort of story brings out a reader's powers of analysis and enables him to discover just how accurate a thinker he is. The fact that great men have so frequently sought literature of this sort for relaxation is not that it is trivial but that it is a stimulus to thought and sets up a healthy reaction to tired brains and worn nerves," said Holt.

Owen Davis wrote the stage play from which the screen version was adapted. It was a tremendous success during its long run on Broadway and on the road. Frank R. Capra directed the picture which includes in its cast such famous stars as Dorothy Revere, William Collier, Jr., John Roche, Agnes Ayres, Fred Kelsey, Ethel Wales and Virginia Brown Faire.

"RESURRECTION."

The story of "Resurrection" is a confession. That fact, as now being made public in connection with the forthcoming Oxford Press edition of all of Count Leo Tolstoy's works, an edition which will present for the first time the Tolstoy novel, which has been the most widely-read in English of any of his works in the original form in which he intended to have it published.

The story is not only a confession, but also for the first time it is now being disclosed by his biographer that the main complication of the "Resurrection" story, as it will be seen as an all-talking and singing picture at the Central Theatre, commencing on Friday, actually happened in real life. In fact it happened twice.

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FINAL SHOWINGS TO-DAY

CLARA BOW
IN
"Kick in"
A Paramount PictureCan a great
love—like
her—fail?

The personal experience and the related experience made such a deep expression on Count Tolstoy, that he expounded upon this book more pains, more care, more of his own genius and knowledge of life and love than he did on any of the other fiction which he turned out so rapidly and so successfully all his life.

The incident on which the most dramatic scene of "Resurrection" is founded, runs somewhat like this: A girl was being tried in the criminal court for a serious infraction of the law. One of the jurors recognized her as the girl that he had seduced some years before. It came over him that he was the cause of her downfall, that he had started her on the downward path that had brought her to the bar of justice as a criminal.

Conscience-stricken, he decided to atone for his offence by marrying her. Before efforts to get her out of prison were successful, however, she contracted typhus in prison, and died. This circumstance was related by his friend and attorney, A. F. Kohl, to Tolstoy very soon after it occurred. Tolstoy was greatly impressed by the story. He said nothing to Kohl about it, but three months before his death, he told Birukov, his Russian biographer, why it was that this

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BOOKING

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NEXT CHANGE

THURSDAY, 10th
SEPTEMBERwith
Ted Healy
Frances McCoy
Stanley Smith

SOUP TO NUTS

They were walking in an avenue of trees at Tolstoy's home, Yasnaya Polyana, when Tolstoy turned suddenly to him, and said:

"You always write good about me. This is incorrect and partial. The bad should also be told. In my youth I led a very bad life, and two incidents in it especially tormented me till now. And to you, as a biographer, I tell this, and ask you to put it in my biography. The two occurrences were an affair before I was married with a peasant woman of our village. This is alluded to in my story, 'The second' was the crime I committed by seducing a maidservant, Mashka, who lived in my aunt's house and who was then dismissed and perished."

This confession, together with more of the detailed history of Tolstoy's tempestuous love affairs before he married, will be issued in the Oxford edition in connection with this new and unabridged version of "Resurrection." As one sees the picture on the screen, the facts of its remarkable court-room scene with the juror sitting in judgement on one he had wronged, may seem rather far-fetched, but the fact that it is founded on two experiences which are almost identical and which actually happened proves all over again that truth is stranger than fiction.

KING'S THEATRE.

"KICK IN"

If you can remember the picture "Children of Divorce," the forgotten "girl next door" of "Wings," or the effective scene in the detective's office in "No Limit," the Clara Bow who makes dramatic debut on the talking screen in "Kick In," at the King's now, will be less of a surprise and more of a revelation.

The Clara Bow of "Kick In" is really a new Clara Bow, a dramatic star, but those who recall her brief glimpses of the real Bow talent in other dramatic moments will find it only the realization of something they knew the "It" girl possessed all along. "Kick In" is something new for Clara Bow, entirely divorced from the "Flapper" drama with which her fame is chiefly associated.

In "Kick In," Clara has both story and opportunity as the fighting, loving victim of circumstances who battles against the law to keep her sweetheart, a desperate, helpless woman striving to retain her lover's right to go straight.

Regis Toomey, in the leading male role, will be chiefly remembered for his great performance in "Alibi." In "Kick In," he does himself in a role, similar to the one that brought him his fame.

Wynne Gibson, one of Paramount's new personalities, seen recently in "The Gang Buster" and William Powell's "Man of the World," is excellently cast. Juliette Compton, another new Paramount acquisition, is a player interesting to observe. The male support includes Leslie Fenton, Donald Crisp and Paul Hurst.

"SOUP TO NUTS."

How does a cartoonist know when his stuff registers? That question more than any other was asked for Rubo Goldberg, when he was at Movietone City supervising the filming of his first full length audible screen comedy, "Soup to Nuts."

The truth is, he doesn't. Goldberg answered one inquirer, except that if his stuff is no good, the papers will refuse to publish it. All we can do is to keep trying for originality, and to put into each drawing all we know of human nature as it reacts to different comic situations.

Benjamin Stoloff, who made "Happy Days" and a number of other Fox hits, directed the Goldberg picture and since he is known for his ability to handle comedy on the audible screen, he took every opportunity to profit from Goldberg's long experience in laughing-getting from the particular public which makes up the army of comic strip fans, according to preview sources.

Ted Healy and his Racketeers are among the featured comedians in "Soup to Nuts," which will open tomorrow at the King's Theatre. The romantic roles are portrayed by Stanley Smith and Lucile Browne, Charles Fenninger and Frances McCoy are included in an imposing list of fun-makers.

QUEEN'S THEATRE.

"CIMARRON"

Wesley Ruggles, director of Radio Pictures, "Cimarron," wanted a night "shot" showing the arrival of a wagon train in the town of Osage, built near Hollywood for the Edna Ferber story. He got it.

The electrical bill for one "shot" was \$100,000, which meant that 400,000 kilowatts of electricity flooded an area 800 feet long and 300 feet wide—that 100 large sun arcs and 342 assorted incandescent lamps were "set up"—that 178 electricians were required to operate the equipment—that it took nine gas generating plants in addition to a 33,000-volt line to supply the electricity. Nothing of the kind has ever been accomplished in the annals of the film industry.

The result on the screen is worth every cent of the expense and all the trouble, says Ruggles. "Cimarron," opening on Sunday at the Queen's Theatre, is Richard Dix's latest starring role. Opposite him is Irene Dunne. Others in the cast include Estelle Taylor, Boscoe Aron, George Stone, Robert McWalter, Eugene Jackson, Frank Davlin and Edna Mae Oliver.

TO-DAY'S WIRELESS
PROGRAMME.BROADCAST BY Z.B.W. ON
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11 to 11.30 a.m.—Stock quotations, mail notice, etc.

11.30 a.m.—Chinese programme.

12.30 p.m.—European programme.

1 p.m.—Local time and weather report.

1.30 p.m.—Rugby Press news, mail notice, etc.

2 p.m.—Close down.

3 to 7 p.m.—Chinese programme.

6 to 6.30 p.m.—Chinese children's programme.

7 to 10.30 p.m.—European programme of Victor and H.M.V. records, supplied by Messrs. Moutrie & Co.

7 p.m.—Mail notice, etc.

7.03 to 7.20 p.m.—

Band Selections.

Syncopeation (Creatore).

Trippitt (D'Anna).—Creatore's Band.—35759.

Sensitramide.—Overture (Roshini).—Creatore and his Band.—35327.

7.50 to 8 p.m.—

Light Opera and Musical Comedy.

Veronique (Vocal gems).

The Arcadiana (Vocal gems).—Light Opera Company.—C1684.

Gems from "The Desert Song."

Gems from "Countess Maritza."

Victor Light Opera Company.—35309.

Selections from "Show Boat."

Ol' Man River.—Paul, White-man and his Concert Orch.—35012.

Gems from "Rio Rita."—J. Harold Murray and Victor Light Opera Company.

Gems from "My Maryland."—Victor Light Opera Company.—35816.

8 p.m.—Local time and weather report.

8.04 to 8.25 p.m.—

Organ Solos.

Valse Mystereuse (Meale).

Souvenir Di Valentino (Wood).—Arthur Meale.—B3030.

Organ Paraphrase on "Love's Old Sweet Song" (Molloy, arr. Meale).

(a) "Morning Dew" (Power).

(b) "The Old Oak Tree" (Power).—Arthur Meale.—C1420.

Doge's March (from "The Merchant of Venice"—Rosse).—Reginald Foot.—C1520.

8.25 to 8.50 p.m.—

Humorous Numbers.

Steel Guitar Solo—"Old Black Joe"—Sam-Ku-West.—21647.

Song—"He's So Unusual."

Song—"I'd Do Anything for You"—Helen Kane.—22050.

Saxophone Solo—"Serenade Badine."

Saxophone Solo—"In the Orient"—Rudy Wiedoff.—20083.

Song—"The Road to Vicksburg."

Song—"The King of Boredom"—Frank Crumit.—21999.

8.50 to 9.31 p.m.—"Rustic Wedding Symphony" (Carl Goldmark).—Vienna Philharmonic Orchestra, conducted by Robert Heger.—M103.

9.31 to 10.20 p.m.—

A Concert.

Song—"Robin Adair" (Keppel).

Song—"The Last Rose of Summer" (Moore).—Frances Alda (Soprano).—1184.

Violin Solo—"Rondino" (Kreisler).

Violin Solo—"Fair Rosemary" (Kreisler).—Fritz Kreisler.—1256.

Chorus—"Let Us Cheer the Weary Traveller" (Old Folk Song).

Chorus—"Somebody's Knocking at Your Door" (Old Folk Song).—Utica Institute Jubilee Singers.—22052.

Guitar Solo—"Cavatone" (Bach).

Guitar Solo—"Sonatina in A Major" (Torroba).—Andres Segovia.—1293.

Song—"Four Jolly Sailors" (German).

Song—"On a January Morning" (German).—Keith Falkner (Baritone).—B3059.

Song—"Rustic Nightingale Song" (Albini).

Song—"Clavellito" (Valverde).—(b.) Estrellita (Ponce).—Madam Amelita Galli-Curci (Soprano).—2440.

Piano Solo—"By the Brookside" (Stojowski).

Piano Solo—"The Prophet Bird" (Schumann).—Ignace Jan Paderewski.—1436.

Song—"It's Nice to Get Up in the Morning But It's Nicer to Stay in Bed" (Baker).—Sir Perry Bayard.—2000.

10.30 p.m.—London, Tokyo, and Ruby mid-day Press news.

10.30 p.m.—Close down.

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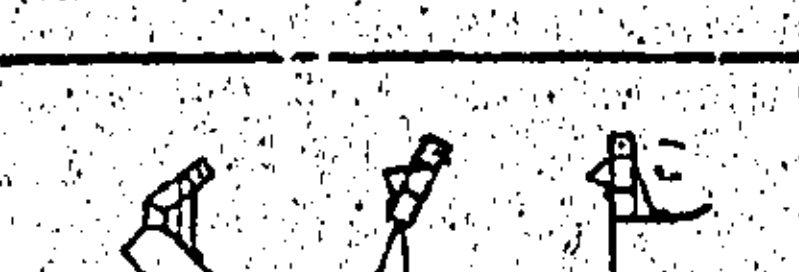
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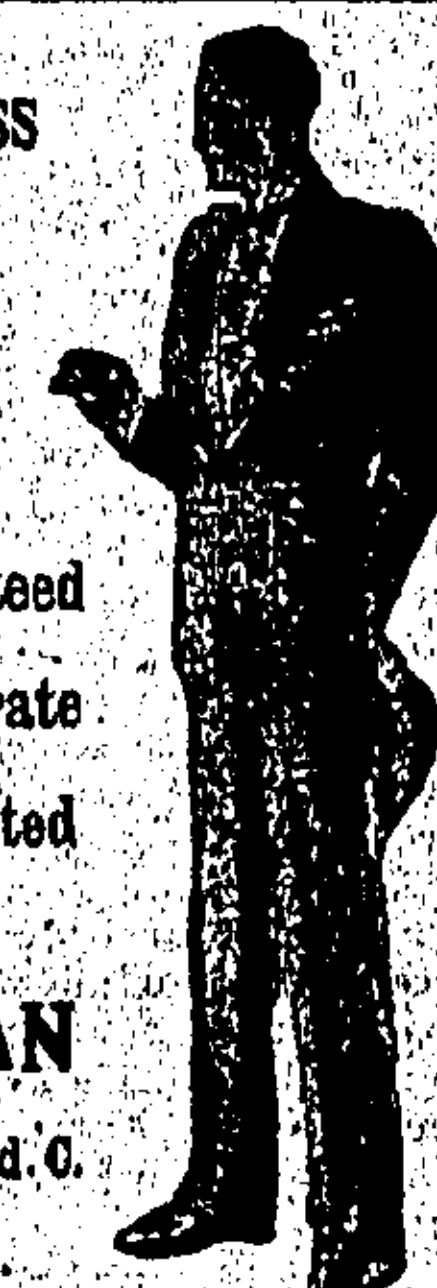
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Prague	184
Helsingfors	103
Madrid	64.85
Lisbon	110
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Bombay	817
Buenos Aires	31 1/2
Montevideo	221
Rio de Janeiro	154
Shanghai	178
Hong Kong	111
Yokohama	214
Silver spot & forward	13

FUTURE OF INDIA.

PREMIER WELCOMES DELEGATES.

[BRITISH WIRELESS SERVICE.]

Ruvu, Sept. 7.

When the Federal Structure Committee of the Round Table Conference, which adjourned last January, resumed its sittings at St. James' Palace this afternoon, the Prime Minister was present to extend, as Chairman of the Conference, a welcome to the delegates from India.

Lord Sankey again presided and the other British delegates were Sir Samuel Hoare, now Secretary for India; Lord Reading, Lord Lothian, and Mr. Wedgwood Benn, who was Secretary for India when the Conference adjourned and who now, together with Mr. Lees Smith, represented the Labour Party.

A Great Opportunity.

In greeting the Committee, Lord Sankey said the coming weeks would afford an opportunity of reaching an understanding. "Such an opportunity may never come again in our lifetime. Do not let us miss it. Uniformity may not be possible or may not even be desirable, but let us strive for humanity. I believe that with patience and goodwill, we can and shall reach a settlement."

"There is world opinion with which we shall rightly have to reckon if we fail. All schools of thought are represented round this table, with one exception. That exception will cease to exist this day, when we shall welcome Mahatma Gandhi. He is not the only one who has found it difficult to attend the Federal Structure Committee, but it is idle to put your hand to the plough and then to look back."

Lord Sankey said during the last few weeks the situation had been carefully surveyed and problems prepared for consideration of the Committee, which next Monday should be ready to settle down to the details of the task.

The Prime Minister assured the delegates that, despite recent political events in London, there was, so far as India was concerned, no change in public aims or private friendships. He hoped the Committee's deliberations would be resumed in the same spirit that marked the earlier ones.

He was desperately determined that the same good relations then established should be continued.

Sir Samuel Hoare, Lord Reading and Mr. Wedgwood-Benn also emphasised that the recent political changes have not changed the attitude of the British delegates to the Indian problem—assurances which were welcomed by all of the several delegates representing different sections of the Indian community, who replied to the expressions of welcome.

India's Hope.

Sir Muhammad Shaf, one of the speakers, expressed a common desire that they should succeed in framing for India a Constitution in which all sections, irrespective of colour, caste and creed, will find a legitimate place.

He added:—"Should that consummation be reached, not only will the happiness and contentment of the three hundred and fifty millions of His Majesty's Indian subjects be thereby secured, but India will be a source of strength to that great commonwealth of which she aspires to be a component part."

6th Race.

1. Miss B. Kerrick.
2. Miss C. Sanger.
3. Miss P. Turnbull.

7th Race.

1. I. Millar.
2. Jim Miskin.
3. Miss E. Forster.

8th Race.

1. Miss June Ralston.
2. Miss F. Sabey.
3. G. Saunders.

9th Race.

1. E. Taylor.
2. S. H. Wong.
3. N. Reynolds.

Sand Castle Building Competition for children over six years.

1. B. Purvis.
2. Miss D. Brown.
3. Miss P. Turnbull.

For children under six years.

1. J. Fitz-Henry.
2. G. Saunders.
3. Miss E. Forster.

At the conclusion of the prize-giving Lady Peel was accorded three really hearty cheers and a vociferous "figo."

PYJAMA PARADE AT REPULSE BAY.

SUCCESSFUL M.C.L. GALA.

H.E. THE GOVERNOR AND LADY PEEL PRESENT.

The swimming gala and pyjama parade held under the auspices of the Ministering Children's League at Repulse Bay Beach yesterday afternoon was an unqualified success. The size of the attendance was in itself most gratifying, and the children, for whom the affair was really organised, were there in full strength. His Excellency the Governor and Lady Peel, accompanied by Captain T. H. Colman, Aide-de-Camp, arrived immediately before the pyjama parade, at which His Excellency graciously officiated as judge.

The children's entertainment was well catered for by chutes, fishing ponds, a Chinese Punch and Judy show and a modern version of the old "Aunt Sally," in which an obliging naval man faced what were probably the softest missiles of his career. The various swimming events were restricted to children, and were well supported.

Colourful Scenes.

At five o'clock the scene on the beach was colourful in the extreme, brightly hued summer frocks blending harmoniously with the latest in beach pyjamas, and mere man might perhaps be pardoned for experiencing a feeling of daze at the many pictures of youthful feminine grace and charm they presented. The new beach pyjama vogue has been the subject of many harsh criticisms, but it would be unjust to deny that the charming followers of fashion who braved the wrath of the critics yesterday afternoon looked delightfully graceful and cool in their creations of *crêpe-de-chine*, satin and what-not. The only jarring note of the afternoon was struck by the inadequacy of the arrangements made for tea. The few tables provided were very soon occupied, and thereafter tea became a matter of the survival of the fittest and hunger took the loser. No-one seemed to mind very much, however, and at five-thirty attention was focussed on the part of the beach set aside for the main event of the afternoon, the pyjama parade. The competitors were required to parade in a circle, in the centre of which sat His Excellency the Governor, who was judging the entries. It is to be doubted if the beach has ever before seen such a heavy of youth and beauty congregated in such a small space, and few envied His Excellency for his difficult task. By the process of elimination, however, the winners were eventually singled out, to the applause of both the interested onlookers and the unsuccessful participants.

The Winning Pyjamas.

Mrs. G. Carr, in a three piece ensemble of white cotton, was a popular winner of the first prize. Miss Ho, in blue *crêpe-de-chine* with white embroidery, was the next to find favour in the eyes of the judge, while Mrs. Pascoe and daughter were the winners of the third prize. Mrs. Pascoe wore a charming creation of red and cream *crêpe*; cream trousers with red waistcoat, hat and shoes. Miss Pascoe's pyjamas were an exact replica of her mother's.

Lady Peel Presents Prizes.

Almost immediately after the parade the prizes for the various events were presented by Lady Peel. An amusing interlude was provided by a very youthful competitor, who, seemingly impatient of the delay, ran up onto the dais where sat Lady Peel and her party, evidently prepared to accept his prize as soon as it could be given to him. His embarrassment upon finding himself in the presence of her ladyship was quickly dispelled by Lady Peel, and the presentation of prizes proceeded without further incident.

Prize-Winners.

Those called upon to receive prizes were:—

1st Race.

1. Norman Reynolds.
2. Nevil Booker.
3. Harry Clarke.

2nd Race.

1. Miss Vesla Grey.
2. Miss Joan Shoosmith.
3. Miss Li Oi Peng.

3rd Race.

1. L. Remedios.
2. A. Rumbahn.
3. R. B. Wood.

4th Race.

1. Miss Chan Yuk Fai.
2. Miss C. Weir.
3. Miss G. McNeillie.

5th Race.

1. P. Wilson.
2. R. Tetlowick.
3. W. Artlepp.

(Continued on previous column.)

BOOKS and READERS



QUEER FISH—AND A SEA CAPTAIN'S STORY.

TWELVE QUEER CHARACTERS.

"Some Queer People." By Ladybrooke Black. Sampson Low, 12s. 6d.

Mr. Ladybrooke Black has hit on a most happy plan for the making of an entertaining book. He has chosen a dozen of those figures in history from William IV. to the late Lord Fisher who have earned a reputation for being "characters" and has given us a volume of biographical essays, delightfully full of anecdote.

Cured by Cows.

All Mr. Ladybrooke Black's subjects are not so well known as the dissolute King and the choleric First Sea Lord. There is, for instance, Dr. Beddoes, the eighteenth-century chemist and physician, whose scientific curiosity was so great that he would go to any pains to verify the results of an experiment of which he had heard.

Thus, when it was reported that "a Dr. Bergius had cured a young Swedish lady by making her sleep on a platform on a level with the heads of four cows," Dr. Beddoes "secured cows, and led them triumphantly up the staircases of his patients' houses and installed them in their bedrooms, and as long as the patient endured this outrage Beddoes watched and observed and took notes."

Humphry Davy, whose fame grew his master's, was at one time assistant to Dr. Beddoes. Davy was as indefatigably inquisitive as Beddoes, and made numerous clinical experiments into the effects of inhalation of various gases. On one occasion, "after a few inspirations of 'a delightful nitrous compound,'" his patient, a young lady, "dashed out of the room and house, and racing down Hopsgate, she leaped over a great dog in her way, but being pursued by the fleetest of her friends, the fair fugitive, or rather temporary maniac, was at length overtaken and secured without further damage."

Refusing £5,000.

One essay is devoted to J. M. W. Turner. Mr. Black does not refer to that side of Turner's life, touched on by Mr. Bayes in his recent volume, but devotes his time to descriptions of Turner's extraordinary conduct in the face of possible purchasers of his pictures.

When he did sell he felt the wrench as something almost physical. "I have lost one of my children this week," he would exclaim, with tears running down his cheeks. When the National Gallery offered him £5,000 for "The Rise and Fall of Carthage"—the pictures he subsequently bequeathed to them on condition that they should hang between Claude's "Seaport" and "Mill"—he refused. "A noble offer, but I cannot part with them. Impossible."

Mr. Black has secured an astonishing netful. There is François Blanc, the founder of the gambling Casino of Monte Carlo, who started his commercial life with a capital of 20 francs. There is Hetty Green, who drove about "in a conveyance which, when she had bought it, was being used as a coop for chickens, drawn by a very elderly horse," despite the fact that she was the possessor of the colossal fortune of one hundred million dollars.

There is Dennis Hird, the heretical Head of Ruskin College, Oxford, who left the Church for his extremely unorthodox work, "A Christian With Two Wives," and lived on a pension derived from Ruskin College, to preach against everything for which Ruskin College stood.

Other chapters deal with Comte Leon, Napoleon's first-born, with Margaret Fuller, one of the pioneers of women's freedom, with the Earl of Peterborough, who brought the methods of knight errantry into seventeenth-century warfare, and with Edgar Allan Poe.

WHITE STAR CAPTAIN'S MEMORIES.

The snapping of yet another link with the days of the "windjammer" is recorded in the publication by Messrs. Sampson Low, Marston and Co., of the memoirs of Captain Walter H. Parker, who retired from his captaincy of the Olympic and his service with the White Star Co., at the end of 1929. "Leaves from an Unwritten Log-Book" is a fitting title. Captain Parker contrives to produce anew the typically British atmosphere of his eleven early years, under the canvas, an atmosphere which the next generation will be able to obtain only from the pages of history. "The beautiful sailing ships of my youth," he writes, "have now disappeared from our shores for ever. One is often slightly irritated to note the polite incredulity in which the relation of some experience of the sea, a generation ago is received by these modern young men. How desirable for us old-timers to record all we can, before we, like sailing ships, pass away for ever."

How desirable, indeed, Captain Parker belongs to a generation which, to England's eternal loss, will before long be no more. Of course, his book is full of exciting stories.

In the Stocks.

A first voyage of 22 months' duration—hours in the stocks at Iquique—a plunge into a shark-infested sea to rescue a comrade while the ship hove to a mile away—a night in a partially submerged coracle and lives saved by the rising of a few scared sea-birds—fights innumerable—pawshops and cardsharps—it was all in the 'eighties,' and it was commonplace in a generation which truly "ruled the waves."

History steps in. There is the Chile-Peruvian War, the Boxer Rising, the Chilean Revolution, the war of 1914-1918. Then there are anecdotes of Earl Jellicoe, Earl Beatty, the Earl of Birkenhead, Lord Kysant, Mr. Cosgrave, Mr. Bennett and Mr. Mackenzie King.

Captain Parker writes of the days when a voyage from Leith to London by way of Sydney and Iquique took 287 days. He writes also of the days of his captaincy of the Olympic and Homeric, and the breaking of Transatlantic records. It may well be one of the last authentic accounts of life in days of sail, but one exclamation will remain for ever true: "What a hybrid crowd we are, in the sea service, what a heterogeneous collection of contrasts in character we meet!"

FACTS ABOUT FISH.

"A History of Fishes." By J. R. Norman. Benn, 28s.

Mr. Norman's "History of Fishes" is in every way an admirable book. In the first place, it is readable—that is to say, it is not written in the dreadful jargon of so much modern science; in the second, it is packed with knowledge. Mr. Norman tells us not only all that a student of fishes must know; of their anatomy, classification and evolution; but also a great deal that an enthusiast for fishes wants to know.

He describes their courtship and how the vanquished suitor becomes dull and apparently sulky as soon as he retires from the fray; he tells us how fish sleep; that they feel very little pain; why they are shaped as they are, and in this last connection, describes the fascinating experiments which have been made to prove that the ideal fish form—that of the mackerel, for example—accords perfectly with the ideal as defined by the calculations of the physicist.

He also tells us some of the legends and superstitions attached to fish—the value of some fishes' eyes in keeping off the Evil Eye—and of the mysterious power of the Roman mediterranean fish, to hold a ship becalmed—an accomplishment, incidentally, which led to the Emperor Caligula's death. In fact, there is no branch of fish-life with which Mr. Norman does not deal, and none on which he does not shed new and interesting light.

LONDON'S LAST PUMP ROOM.

WELL THAT DR. JOHNSON PATRONISED.

The bearded Asclepius still looks down, appropriately enough, from his niche in the "blind" window of the Old Well House, off the Valley-road at Streatham, S.W., upon visitors to London's only remaining Pump Room.

It is a tiny place, that Pump Room, built on to the end of the quaint little house that has stood for more than two centuries at the bottom of a flower-filled garden. Its medicinal water is still dispensed from an ancient looking pump, over a counter built for the purpose, at one penny a glass, and is sent out in bottles to many parts.

Mr. Curtis, whose family have lived in the house for several generations, states that he still receives letters of inquiry from people in distant districts who have heard from their friends of the water's curative properties.

It has a slightly bitter flavour, similar to that of the Burton-on-Trent water which makes such excellent beer (but such execrable tea), and is said to be particularly good for skin diseases and digestive troubles.

On hot Sundays in previous summers—not this one—many people made a habit of calling at the Well House to "drink the waters," but there is now a notice in the window stating that "The Pump Room will not in future be open on Sundays."

The spring was discovered in 1680, and during the Eighteenth Century, when Dr. Johnson was a frequent visitor, it was at the height of its fame.

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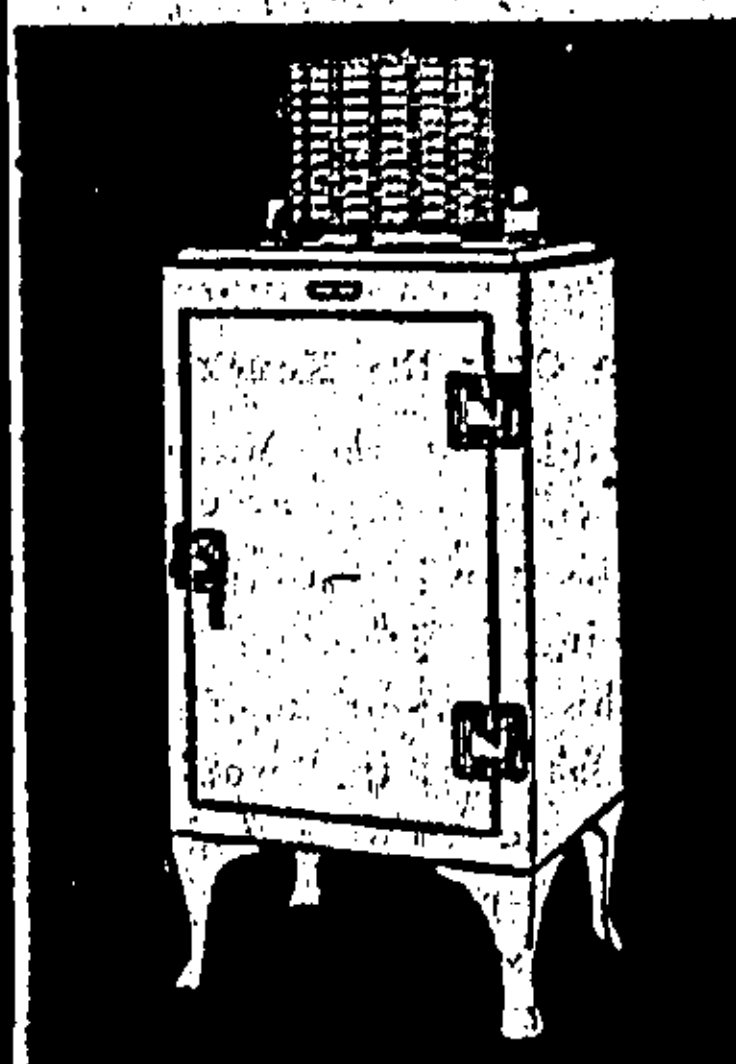
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HONG KONG AS A MUNICIPALITY.

MR. BELLAMY DISCUSSES PROS. AND CONS.
AT ROTARY CLUB TIPPIN.

PUBLIC VERSUS PRIVATE ENTERPRISE.

The advantages and handicaps of a municipal form of Government in Hong Kong were dealt with at some length by Mr. L. C. F. Bellamy in an address delivered at the Rotary Club luncheon yesterday.

In the course of the address, which was entitled "Municipal Socialism," the speaker quoted extracts from leading articles which have appeared in the local Press in regard to bathing beaches in the Colony and dealt with the claim for municipal representation made in these articles. He mentioned instances where municipal authorities had proved successful and at the same time gave a number of instances where they had failed.

The Hon. Mr. Shenton, in the course of a brief speech, stated that he felt the present form of Government in the Colony served the citizens well. He paid a tribute to the excellent work undertaken by private utility companies and concluded by reminding his audience of the old saying, "Let well alone."

"KOWLOON MUNICIPAL COUNCIL."

In introducing Mr. Bellamy, the Chairman, Hon. Dr. S. W. Tso, said that Mr. Bellamy had been an official of many municipalities, both small, medium and large. His last public office was at Liverpool, where his father had been the manager of the Tramway Company.

In his address, Mr. Bellamy said:—In a leading article on June 12 last, the *South China Morning Post* dealt with "Municipal Amenities." The concluding paragraph was as follows:—

"A former Governor of Hong Kong described himself as also the Mayor, and the Government as the Municipality; but if that is so we must request that the Government perform fully a Municipality's functions."

In a leading article on June 22, the *Hong Kong Daily Press* said, *inter alia*—

"Kowloon must be the largest town in the world without any semblance of the usual machinery of urban government."

Both the leading articles referred to were in connection with the lack of public bathing facilities in the Colony and the proposal to provide open-air bathing pools to be filled from the sea. The *Daily Press* article commences:—

"There are occasions when many of us wish that Kowloon had its own municipality, with power to go ahead with public works that its inhabitants want and are willing to pay for with their own money."

The article expresses the opinion that it is a foregone conclusion that no bathing pools will be provided but that any

"self-governing town of Kowloon's size—if it wanted bathing pools—would float a loan and get on with the work."

When I was asked to read a paper before this club I decided to take these newspaper articles as my text. I have a further title to address you on the subject I have chosen for the reason that I have spent about 12 years in municipal service. As a chief official for the majority of that period I saw a lot from the inside, of what I will call the political working of the municipal machine and it is upon that feature that I want chiefly to speak.

"Rap Over the Knuckles."

It is said that the Marquis of Ripon, when Secretary of State for the Colonies, was in favour of Hong Kong having a Municipal Council but that his successor in office, Mr. Joseph Chamberlain, would not hear of it and we were told in the Jubilee number of the *Hong Kong Telegraph* that the then Governor, Sir William Robinson, received from Mr. Chamberlain a "rap over the knuckles" because he had sought popular opinion by means of a plebiscite as to whether there should or should not be an unofficial majority on the Sanitary Board. Since that time residents of Hong Kong have probably come to the conclusion that a Municipal Council for island matters is quite unnecessary. There are, however, many who consider that a representative body of men, constituting a Kowloon Municipal Council, would be a good thing and would be a great help to the Government by relieving it of certain domestic

and parochial Kowloon matters. One of the great dangers, however, would be the temptation to a zealous and enterprising Council of embarking on municipal trading which might prove unremunerative.

In 1903 there was held in New York a National Convention on Public Ownership of essential urban utilities like water, electricity, gas and transport, etc. Amongst those who attended that convention were a British municipal electricity official, a British municipal gas official, and a British municipal transport official, who all had to read papers pro-municipal working and were followed by papers by the proponents of private ownership of these three businesses.

My late father was the British municipal transport representative and he kindly took me with him. Although I was very young at the time, I listened attentively to the arguments both for and against public ownership.

Both points of view, as expressed by the various delegates, struck me as tantalizingly convincing, with the result that ever since that New York Convention of 1903 I have been keenly interested in the pros and cons of municipal socialism.

So far as America is concerned we all know that municipal trading has made little or no headway.

America and England.

There are, for instance, at least 70 transport undertakings in Great Britain which are operated by municipalities; whereas I know of only three—Detroit, San Francisco and Seattle—in the U.S.A. In Detroit the revenue barely meets the cost of operation; in San Francisco the voters recently turned down a proposal to extend, further, municipal ownership and operation; in Seattle the fares are as high as anywhere in the country, yet service is said to be unsatisfactory and taxpayers are confronted with the necessity of paying for a substantial deficit.

America is, however, going ahead rapidly on municipal airports. Up to January 1 last, 1,113 airports had been established in the U.S.A. of which 549 were municipal and 564 commercial.

Let me quote two recent items of legislation—one case for the protection of private enterprise and the other in favour of bureaucratic control.

The Ulster House of Commons recently passed their Electricity Supply Bill but by a large majority rejected the clause which would have empowered local authorities to provide, sell or let on hire any electrical fittings or apparatus for lighting, heating or motive power. This clause was, of course, rejected in the interests of the private trader who will not be prepared to let on hire—say, an electric oven—cheaply as the Belfast Corporation would have been prepared to do.

Just as Ulster has its own House of Commons, so has the Isle of Man, but in this latter place it is called the House of Keys. This very live body recently rejected a Bill which aimed at giving a private company the electricity supply rights for the whole island. The House of Keys not only rejected the Bill but

went so far as to threaten to pass no taxation until the Governor of the Island had introduced a Government Bill providing for electricity supply to be entirely in the hands of the Government.

How is it that in Liverpool and Sheffield the gas undertakings are in the hands of private enterprise whilst in the equally large cities of Manchester and Leeds these undertakings are run by the municipalities?

Pros and Cons.

What advantages are enjoyed by the citizens of Eastbourne and Torquay, where the electricity undertaking is in the hands of the municipalities, over the citizens of Bournemouth and Folkestone, where the electricity works are owned by companies?

Is the urban passenger transport business in Bristol and Norwich—where it is in the hands of companies inferior to the Municipal systems of Cardiff and Hull?

Town councillors require to be fairly thick-skinned. There are times when a party in general and a few of the individual councillors in particular are the objects of the most severe criticism, not to say unfair abuse. The result is that men of too refined an upbringing shrink from the publicity which public life incurs and it follows that there are a large number of men in almost every town at home who would make excellent town councillors but who refuse to embark on a life of useful service to the community because of the inevitable publicity of Town Council work.

This may explain the extraordinary municipal position of Oxford and Wigan. In Oxford the trading concerns, gas, electricity and transport, are monopolies in the hands of private enterprise.

In Wigan the municipality controls all three undertakings. As a Lancashire man I hesitate to suggest that perhaps the average Wigan tradesman is better qualified for the administration of trading concerns than councillors versed in Greek and Roman literature.

The chief person in an English town is the Mayor. These gentlemen, however, who aspire to be mayors of Kowloon must not imagine that they, in turn, are going to rule the Kowloon roost if and when a Municipal Council in Kowloon becomes an accomplished fact.

The man upon whose advice every committee of the corporation must to a large extent, rely, is the Town Clerk. My close association with two very able town clerks has, perhaps, given me too high an opinion of town clerks generally but my experience has been that the Town Clerk is always aloof from politics, never makes a public speech but who, nevertheless, runs the municipality after the manner of a captain running his ship. Although, nominally, the chief servant of the corporation, he is, in fact, the corporation.

"I Am Leeds."

There are, however, exceptions, and most Yorkshiremen know the story of the late Sir Charles Wilson, leader of the Leeds City Council on the occasion of Leeds promoting a Bill in Parliament for the purpose of extending the City boundaries.

Sir Charles was in the witness chair in a committee room of the House of Commons and he kept saying "Leeds wanted this and Leeds considered that and Leeds demanded so on to." Sir Charles was a very portly gentleman and suddenly, eminent Counsel who was cross examining said: "Tell me, Sir Charles, who is Leeds?" To which came the startling reply "I am Leeds." "Then let us hope," said Counsel, "that the Leeds boundaries will NOT be extended." But they were.

Whether, in the misty future, there will ever arise in the Kowloon Town Council a man who will say with conviction and confidence "I am Kowloon," one cannot say, but should this ever come to pass it will be a red-letter day for Kowloon. The next best thing, however, would be a strong and capable Town Clerk.

In most large towns in Great Britain the municipality administers such departments as water, drainage, education, baths, parks and gardens, health, highways, markets, fire, sewage, ferries and abattoirs, etc. and the majority of people consider that this is as it should be. When, however, it comes to trading concerns like

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transport, gas and electricity, there is a sharp conflict of opinion. These enterprises are trading concerns and I can think of no better topic of discussion in a debating society than that of whether these urban public utilities should be operated by the ratepayers or by private enterprise. To what extent are municipalities justified in pledging the credit of their ratepayers in embarking on trading schemes which may be hazardous and which could be left to private companies?

Socialism and Business.

When I was at Home last year, I had the pleasure of meeting Mr. Herbert Morrison, the then Minister of Transport, who is regarded in Parliamentary circles as the one outstanding success of the recent Labour Government. In a speech at Llandudno on October 10 last Mr. Morrison said:—

"I am convinced that if Socialist proposals are put forward in the way that they are sound on business grounds, that they are common sense, that they represent obviously the public interest, then those proposals are so obviously the right thing to do that it would be impossible for them to be opposed without making themselves ridiculous. Collectivist policy for a huge area would not be of metropolitan interest only; it would be of national interest, as it would establish a new and successful machinery for the management of collectivist undertakings."

Mr. Morrison then referred to the Road Traffic Act of 1930 and said that it was, in reality, a measure of economic and industrial reconstruction and that it incorporated an important instalment of Municipal Socialism. Mr. Morrison's peroration was as follows:—

"The industries of the country must be made effective instruments of production. They must be socialized where that is economically and socially possible, and where it was not possible the machinery must be prepared so that a Labour Government of the future could finish the work that had been begun. The nation had to get its living, and its industries must be efficient and well organized. Guided as they were by Socialist principles and inspired by Socialist ideas, they must make sure that what they did was economically sound and in the interests of the nation as a whole."

Those are not the theories of a dreamer or a visionary philosopher. They are the convictions of a man who, until a few weeks ago, was one of His Majesty's Ministers of State with seats in both the Cabinet

and the Privy Council. He is also an energetic, forceful and exceedingly able man of affairs and one feels bound to carefully consider his views and to try to detect the defects, (if any) in his arguments before rejecting them.

Mr. Morrison's opponents declare that economic soundness and Socialism are incompatible and irreconcilable. Mr. Morrison, however, if you told him this, would smile a very engaging smile and reply that he only advocated the socialization of an industry if that was economically practicable.

An Example.

I will give you a concrete example. There is a small town in Bedfordshire named Luton in which there is a very small and unprofitable tramway. This was, until about 1930, operated by a company, when it was bought out by the municipality. After ten years operation, however, the municipality rightly came to the conclusion that the place was too small for trams and they entered into negotiations with the Eastern National Omnibus Company, who made quite a good offer for the undertaking on condition that the municipality entered into an agreement not to institute competitive transport for 21 years.

As the Luton Corporation possess only 13 tramcars and the track mostly single line with passing places, the offer was accepted subject to the consent of the Minister of Transport. Mr. Morrison has, however, refused his consent. Is this in the interests of the Luton ratepayers? One cannot say, without further particulars and details.

To show that Mr. Morrison's views on public ownership of urban passenger transport are shared by a constantly increasing number of people in England, I need only report a significant incident relating to Bournemouth. On February 8 last, at a meeting of the Bournemouth Town Council, a letter was read from the Haults and Dorset Motor Services, Ltd., in which that Company expressed its willingness to negotiate with the Town Council with a view to the acquisition by the Company of the whole of the transport services operated by the Bournemouth Corporation on terms indicated in an accompanying letter. During the discussion the Mayor said:—"Do you wish to hear the terms of the offer, or will you settle it as a matter of principle?"

(Continued on Page 7.)

HONG KONG AS A MUNICIPALITY.

(Continued from Page 6.)

To this there was an overwhelming chorus of "Principle" and by a large majority the Council refused to have the terms read. The Bournemouth Municipal Transport undertaking is, therefore, not for sale on any terms.

Much as some of us may deplore this uncompromising attitude on the part of the Bournemouth Town Council, it is as well for us to recognise that Mr. Morrison's philosophy regarding Municipal ownership of trading undertakings has a huge number of adherents in the old colony to-day.

Self-Government.

The late Sir Henry Campbell-Bannerman once said: "Good government is no substitute for self-government," and Mr. P. A. Harris, M.A., in his book "London and its Government" says:—

"The English system of local government has been built up, not necessarily because it is always the best way to discharge public services, but because, on balance, it is best for people to assume responsibility through their representatives for the management of their own affairs."

In a recent address before the Institute of Transport, Sir Lynden Macassey, K.C., said:—

"All services of public utility, e.g., the supply of gas, water, electricity and transport, must, for the sake of efficiency, be monopolies and, further, for the protection of the public, controlled or regulated monopolies."

Sir Lynden Macassey then proceeds to point out that on the Continent of Europe this conclusion was arrived at many years ago, but that Continental opinion found itself irresistibly driven to the further conclusion that both the ownership and operation of these public utilities should be in public hands—those of the state or the municipality.

Only where there appears to be considerable financial risk attaching to the operation of gas, transport or electricity undertakings do our Continental friends approve of private enterprise stepping in. In Britain it is different—in fact a generation ago, we were in the same position as America still is on these points—namely, that individual initiative and personal push should be given free rein and that this is possible only through private enterprise.

From a transport point of view I put this generalization, last year, to the test. I visited New York where all the urban transport is in the hands of companies, and Berlin, where it is in the hands of the municipality. Although the best motor buses I saw on my tour were operated by private enterprise, the best tramways were run by a municipality. But not in either New York or Berlin. Both classes of vehicle were in London.

Municipal Councils.

Municipal Councils—like individuals—often do unwise things but it is on very rare occasions that they do disgraceful things and only one such case has come within my experience. This happened in a corporation which I was serving and concerned the Chief Constable who was improperly dismissed by the Watch Committee.

There followed a Home Office enquiry which resulted in the Home Secretary ordering the municipal council to reinstate the Chief Constable.

A tremendous lot depends on the personnel of a town council. In scores of towns, and particularly in cities like Birmingham, Manchester and Glasgow etc., in addition to a number of ignorant and inexperienced people, the city council is privileged to count amongst its members a considerable proportion of first-class business men who can be relied upon to do all in their power to ensure that sound business economics are observed in all Municipal transactions.

As most of you, however, are aware, one-third of the members of a town council (excluding the Aldermen) are required to retire (or seek re-election) every year or, in other words, each councillor in Britain can serve for a term of three years only before again facing the electorate. Thus it happens that on November 1 each year a number of new men may enter the town council and it is this period of the year which is the most anxious for the rate-payers and the permanent municipal officials. Needless to say, sometimes made to influence votes and it is on the eve of the municipal elections that unsound concessions to popular clamour are occasionally made. Such concessions, which may lead to the undermining of the sound financial foundation of a trading undertaking, would never have been made by a private company. This is one of the possibilities of Municipal Councils although, of course, the right time of candidate for municipal honours would sacrifice votes rather than be stampeded into an improper promise.

Every movement, however, throughout the ages, has had its abuses as well as its uses and, where as in this Colony where elections through the medium of the ballot box are almost unknown, and where what would describe as the true civic spirit is confined to very small groups, it is very different in the cities and boroughs of Great Britain. In such places—where the rate-payers elect the councillors—it is only natural that these rate-payers should keep a pretty watchful eye on those in whose power it is to raise or reduce the rates. Even if its motives are consequently selfish, the electorate nevertheless maintains a very lively interest in the town's affairs.

Spoon-Fed.

But is it good for us to be spoon-fed all our lives? In a city I know very well babies are brought into the world by municipal midwives, fed on municipal sterilized milk and, later on, educated at municipal schools, swim at the municipal baths, cock by municipal gas, read by municipal electricity, ride on municipal buses and trams, play tennis on municipal courts and golf on municipal links, receive medical aid from their panel doctor, cross to the sea-side on municipal ferries, do their shopping in municipal parks, attend municipal concerts, and municipal organ recitals, vote for the wrong municipal candidate, every year and finally end up in a municipal crematorium.

To keep pace with the march of science, we must accept these social services, whether we want them or not. One cannot help reflecting, however, as one travels through the New Territories, that possibly the peasant farmer of Shatin and Tai Po gets more kick out of life because he has to fend for himself. There is no yardstick by which to measure happiness but these peasant farmers do not appear to want communal aid because of their inherent resourcefulness. And, the more we are catered for by science and ministered to by the State and the Municipality, the less resourceful—as individuals—must we become. And although this decline in resourcefulness means increased dependence upon others, it is, possibly, a summons to us to pool our individual faculties and to assist, each in his own town, in its local self-government.

The K.R.A.

Every year, one-third of the town councillors in an English borough are called upon by their constituents to give an account of their stewardship, and although it is unfortunately true that at the annual municipal elections sound business and economic considerations are often subordinated to political expediency, it is no less true to say that the majority of those who vote on November 1 each year are imbued with a sort of civic consciousness which seems to be lacking in this Colony except, perhaps, in the case of members of the Legislative Council. The Kowloon Residents Association.

This apathy towards public affairs is not at all surprising, it is the natural consequence of good and efficient government by people who are not required to solicit our support at the hustings. But it is bad for the man-in-the street in the sense that all communal thinking is done for him and his potential capacity for service and citizenship may become atrophied.

I will conclude—as I commenced—this address by a reference to public bathing facilities. Further, as I have not dealt with Provosts and Bailiffs etc., it is fitting that this should concern Scotland.

Dundee, with a population considerably smaller than Kowloon, claims to have one of the finest public bathing institutions in Europe. And my state aid is received towards the cost. A description of the baths by Mr. Barry Cuthill, the Manager of the Baths Department of the Dundee Corporation, shows that there are three swimming ponds in the building, 40 private baths, Turkish baths, foam baths, brine baths, oxygen and CO₂ baths, violet and ultraviolet light baths. The water in the swimming ponds is salt water pumped from the River Tay, filtered and heated to 72 degrees F. In the summer months the ponds are cleaned out and refilled daily. Children up to 14 years of age may have a private bath for a penny, soap and towel included.

Last year 210,000 persons used the Central Baths, the revenue being £4,500. At the Municipality's district baths at Leith, the bath purification plant changes the water in the swimming pond every three hours and, in addition, sterilizes it with chloramine so that the water is actually fit for drinking.

Kowloon Municipal Council.

This is a magnificent example of Municipal enterprise. Would such a scheme adapted to local conditions be practicable under a Municipal Council in Kowloon? Possibly not. In fact if ever it has its own Municipal Council it is conceivable that Kowloon will be less well governed than it is to-day, but the Kowloon resident will greatly benefit from his new sense

of responsibility. He will be able to throw out his chest and say, "Now I am a real citizen."

HON. MR. SHENTON'S SPEECH.

Upon being requested by the Chairman to thank Mr. Bellamy, the Hon. Mr. Shenton said:—At our last meeting, our President told me that Rotarian Bellamy was going to speak to-day on Municipal Socialism. Mr. Bellamy kindly sent me a copy of his proposed address on Saturday and after I had finished my reading at Macao on Sunday, I jotted down a few notes. Although they are rough and ragged, I think they form a source for consideration and discussion.

Mr. Bellamy has just given us a very interesting dissertation on Municipal Socialism and from time to time in the course of his address has referred to the possibilities of Municipal Government in this Colony, but whether or not he personally favours a Municipal Government for this Colony, it is difficult to be sure of, because he marshals his arguments by quoting practical instances on both sides of the fence and leaves us guessing as to which side he would like to be on. He does, however, give us a glimpse into his inner soul in the last paragraph where he states that if Kowloon were a Municipality, the residents would be able to throw out their chests and say, "Now, I am a real citizen." From this remark I gather that Mr. Bellamy is in favour of a Municipality, any way for Kowloon.

It seems to me difficult to consider Municipal Socialism in the way which Mr. Bellamy has handled the subject without having a very strong feeling that we must, all of us, be thinking, "How would his proposals suit Hong Kong?" Mr. Bellamy deals with two phases of Municipal Socialism:—(a) Municipal Trading and (b) Municipal Administration.

By municipal trading he means the owning and working of public utilities by public authorities, such as water, gas, tram, and motor-bus services, electric light, gas, docks, wharves and godowns.

"Public or Private Enterprise?" The first question one naturally asks is "When should public authorities operate public utilities?" The answer, I think, is, and must be, when private enterprise either does not or cannot give the services required.

In Hong Kong practically all public utilities, with the exception of our water system, are the result of private enterprise and are owned by our foremost public companies.

Viewing our public utilities generally, I think we can safely say that not only do they carry out what are required of them, but that they have been eminently successful in fact it would be no stretch of the imagination to say that Hong Kong has been built up on the basis of private enterprise.

The only public utility which is now in the hands of the Government is our water system, which although successful up to a point, can hardly be described as completely successful, because our water system should be at least ten years ahead of the Colony's requirements, whereas it is probably ten years behind. I have no doubt, however, that if Mr. Creasy is given the necessary funds he would very quickly bring up to the position in which we would like to be. The water famine is still fresh in our memories and but for the intervention of Providence, the Colony would have been faced with one of the greatest catastrophes it is possible for any country to be faced with. You will, no doubt, remember the large Water Famine Committee which was appointed. It was, no doubt, considered by some as being excessive in number, but I am certain that had the rain held off for another month every member of that Committee would have been working at very high pressure.

In any event, municipal enterprise should only be directed toward financially sound propositions, that is to say propositions that will pay a fair return on the capital employed and at the same time be able to return the capital involved within a limited number of years.

Local Beaches. The only municipal enterprise to which Mr. Bellamy has referred is the bathing question, and here I feel we are hardly on sound financial grounds. Every available beach in the Colony has its matted, some for individual families, some for large clubs and some for the public; almost every day during the evenings, and on Saturdays and Sundays, the "congregation" of beachers and those who are unable to avail themselves of the numerous able opportunities afforded both to the rich and the poor can hardly represent a very large demand.

With municipal administration or municipal government which was from time to time touched on by Mr. Bellamy, we have an intriguing subject. Municipal government is a government of the people by the people subject to a paramount control—in other words a popular elective government of a recommended area, within circumscribed limits, matters of importance being referred to a superior authority which has a power of veto.

Now, what is Hong Kong's position? She came into existence and has arrived at the present position within the span of one man's memory. She is not yet 60 years of age.

Hong Kong has a patriarchal form of Government, in fact a well-recognized form of Crown Colony Government. I have insufficient time to describe our form of Government but it is a form of Government in which public opinion counts and does not make itself felt.

Hong Kong has prospered under her present form of Government and does she need a change? Financially she is sound, probably one of the lowest taxed Colonies in the British Empire. She has recently faced a calamity without apparent hardship—a calamity which would be regarded in some countries as almost overwhelming—the fall in the value of our dollar. Hong Kong's position is somewhat peculiar. We have now arrived at the third generation. Formerly all nationalities came to the Colony for the purpose of trade, having their permanent homes in China or other parts of the world, but to-day this is changing rapidly. People are making their permanent homes in the Colony and a new generation is growing up, who have no other outlook but their future in the Colony. These permanent residents are naturally taking a real interest in matters other than trade, and year by year they will demand a larger share in the administration of the Colony's affairs. It is an inspiration and a revolution, but it will have to be met. It is quite obvious that any rapid revolutionary change is most undesirable. There must be a period of transition. People who desire to take a part in the administration must, by education and general environment, get used to the exercise of the responsibility which it entails. It seems to me that this can best be met by a system of committees, commencing with the advisory stage and eventually leading up to the executive stage.

Advisory Committees. The position has long since been foreseen in the Colony. We have, already, a number of very important advisory committees, such as the Watch Committee, the Sanitary Board, the Licensing Board, the Education Board, the Broadcasting Committee and a number of others. In addition to these there are a great many unofficial committees such as the various residents' associations, the Tung Wah, Po Leung Kuk, the Society for the Protection of Children and many more.

There is never any lack of people who are prepared to come forward and act on these various committees. There is always a response when vacancies occur and there are always others to take the places of those who vacate.

Now, is it possible to give to some of these committees executive powers, to give them a measure of control over their finances? Is it possible to hand over our education system to such a committee or our police system or our prison system or our water supply? Each committee would have to have a technical Government official as secretary, who would, of course, by reason of his special knowledge, exercise large control. The committee would have to be subject to the control of a superior authority such as the Legislative Council. The committees would, in effect, become ministers with a chairman answerable to the Legislative Council. There would have to be a paramount power of veto in the Governor-in-Council.

This committee system might well form a transition stage towards complete municipality. These trains of thought are very intriguing and are worthy of consideration and, never forget, the old sayings, "Look before you leap" or "Let wall alone."

I now have the great pleasure of thanking Rotarian Bellamy on behalf of the Rotary Club, for his very interesting and able address.

Flood Relief. The Hon. Dr. To announced that a telegram had been received from the Tientsin Rotary Club reading as follows:—"Tientsin Rotary Club cabled Chicago view Hong Kong floods catastrophe urge headquarters recommend Rotarians support all reputable relief efforts. Urge similar action your Club."

Dr. To went on to say: "Your directors have had a discussion on the telegram before, tiffin and they have decided to recommend to take joint action with the Tientsin Rotary Club by sending a telegram to headquarters promising support to their action. I hope they have your approval."

The Tung Wah Hospital, I understand, is about to make an appeal to all sections of the community for subscription and in order to get central action in this matter you are requested to send your cheque to the Tung Wah Hospital so that they can handle all the funds in connection with the relief work that is going to be done by the community. I understand the hospital is making inquiries from Hong Kong and I understand that they have communicated with the Chamber of Commerce in Hankow and with a hospital that is doing relief work in there. The Tung Wah Hospital is doing all it can to organize a method whereby immediate help can be given to the flood-stricken areas.

HONG KONG STOCK MARKET.

YESTERDAY'S TRANSACTIONS.

The official summary issued by the Stock Exchange yesterday states:—On the resumption of business the market opened quiet.

Banks were done at \$2.33 and \$2.40.

Unions were in demand at \$66.71. China Underwriters were in demand at \$3.10 with sellers asking \$3.20.

Banks were in request at \$4.11. China Provident were reported done at \$3.30 and \$3.70, and at the close there were further buyers at the former rate. The new shares were done at \$3.1, and closed in demand at \$3.15.

Hotels (old) were dealt in at \$17.10 and \$17.20. There were still buyers at the improved rate of \$17.10, with sellers asking \$17.30. The new shares were also dealt in, at \$16.50, and at the close there were buyers at \$16.50.

Realities, after being the medium of sales at \$17.60, had sellers offering shares at \$17.70.

Wharves were again in demand at \$184, but nothing passed at this figure.

Trams changed hands at \$22.00, but there were buyers at \$22, with sellers asking \$22.50.

Ewos were in request at \$15.15. Star Ferries were wanted at \$95, but nothing was put through.

China Lights were done at \$30 and \$30.1, and at the close there were buyers at \$29.1.

Electricity were also done at \$34 and \$34.1, with buyers in evidence at \$33.1.

Telephones (fully paid) were wanted at \$54, and the part paid shares were also in demand at \$54, after sales reported at \$53 and \$53.10.

Lands, Oldworlds (old) had sellers at \$3.30, and the new shares were at the normal quotation of \$7.70.

Dairy Farms were in demand at \$33, with nothing to report.

Watsons could have been obtained at \$18.1.

Comments (combined) were in request at \$30.40.

Lands, with sellers asking \$912, were in demand at \$911.

Constructions, cum rights, were in demand at \$14.10, and the rights were wanted at \$1.

Afternoon's Transactions. Throughout the day the market remained steady, excepting in China Lights, which were somewhat erratic, having risen to as high as \$30, cash, and closing at \$29.1.

Banks, after being done at \$2.40, were still in demand at this rate.

Unions were also in request at \$55.7.

Steamboats were wanted at \$23.1. Wharves were in demand at \$185, but no shares came out at this quotation.

Hotels (old) were reported done at \$17.20, but there were buyers at \$17.10 and sellers asking \$17.30. Realities changed hands at \$17.65.

Ewos, after sales being put through at \$15.15 and \$15.10, were in demand at \$15.15.

China Lights, which were reported sales at \$29 and \$30, had buyers at \$29.1.

Hong Kong Electricity were done at \$34 and \$34.1, and at the close there were buyers at \$33.1.

Telephones (part paid) were dealt in at \$53.1, and at this figure there were further buyers.

Ropes were enquired for at \$22. Dairy Farms were the medium of sales at \$33.1, and at this rate there were still buyers.

LOSS TO POLICE FORCE.

DEATH OF CHINESE DETECTIVE.

Detective Sergeant Sung Kwong Leung of the Hong Kong Police Force passed away yesterday morning at the Government Civil Hospital, after having been sick for some considerable time.

The deceased was an efficient member of the detective staff, having sixteen years' service behind him. He joined the force on August 12, 1916, and on four occasions was commended by the Inspector General of Police. On July 29, 1921, he was commended for zeal and prompt action in securing the arrest of a pickpocket, and the recovery of a valuable stolen property, while in the following year he was again commended for his zeal, a gift of \$10 being made to him to mark the authorities' appreciation of his meritorious work.

In 1927, the deceased managed to trap and arrest an armed robber who had been concerned in an attempt at a Yik Ming Street. The arrested person was sentenced to five years' hard labour by the Supreme Court.

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ADVERTISEMENTS.

THE HONG KONG LADIES' HOCKEY CLUB

THE FIFTH ANNUAL GENERAL MEETING OF MEMBERS will be held at LANE, CRAWFORD'S on TUESDAY, 22nd SEPTEMBER, 1931, at 5.15 p.m.
All Members are specially requested to be present. [1124]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 14th DAY of SEPTEMBER, 1931, at 2 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Sai Ying Pun, Kowloon City, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less the last three days thereof.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Acres	Annual Rental	Upset Price
1	New Kowloon Inland Lot No. 1887	South of New Kowloon Inland Lot No. 1882, Sai Ying Pun, Kowloon City	As per sale plan.	About 45,000	516	22,500

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 14th DAY of SEPTEMBER, 1931, at 2 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Cheung Sha Wan, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less the last three days thereof.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Acres	Annual Rental	Upset Price
1	New Kowloon Inland Lot No. 1888	Adjoining New Kowloon Inland Lot No. 60, Castle Peak Road	As per sale plan.	About 20,800	298	10,415

NOTICE.

A. S. WATSON & CO., LIMITED.

THE Undermentioned Certificate for 50 Shares in this Company, registered in the Name of KWOK SIN HING, has been declared LOST. If at the expiration of One Month from the Date hereof the following Share Certificate be not produced to the Company, namely: Certificate for 50 Shares No. 20,240, A NEW CERTIFICATE for the said shares will be issued by the Company and thereafter NO OTHER will be recognised.

A. S. WATSON & CO., LTD.
Hong Kong, 3rd Sept., 1931. [1147]

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE.

THE Undermentioned Certificate for 100 Old Shares in this Company registered in the Name of Mrs. E. S. ANDREWS has been LOST & DESTROYED; and should this Certificate not be produced to the Company before the 30th SEPTEMBER, 1931, New Certificate for the said Shares will be issued and the Old Certificate No. 5161 will thereafter be treated by this Company as NULL & VOID.

JOHN D. HUMPHREYS & SON, General Managers.
Hong Kong, 24th Aug., 1931. [1100]

BRITAINS BEST BEER I
WHITBREAD'S PALE ALE



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[A.P. 3]

DEATH

HERTZBERG—On August 15, at Hollywood, California, Mr. S. HERTZBERG.

Editorial and Business Offices: 11, Ice House Street. Tel. 30231.
Night Editor (Wanchai Office): Tel. 24511.
London Office: 53, Fleet Street, E.C.4.

The Daily Press

HONG KONG, SEPTEMBER 9, 1931.

THE ST. LEGER.

The St. Leger, one of the most important races of the English turf, will be decided this afternoon at Doncaster. While it does not approach the glamour of the Derby in popular appeal it is nevertheless one of the classics of English racing, and commands almost as much attention among racing people both at home and throughout the world.

The race itself—over a little more than a mile and six furlongs—is at least as exacting as the Derby. From the point of view of owners, and trainers, the St. Leger is the more difficult race of the two and Derby winners, time after time, have been beaten at Doncaster, where it is known that not only speed and quality, but also stamina and form, are demanded of the best three-year-olds of the season. From the moment when the Two Thousand Guineas, the first of the year's classics for the three-year-olds, is decided, speculation on the Derby and St. Leger begins. The infrequent success of Derby winners at Doncaster has made the St. Leger an interesting battle ground for horses out to redeem themselves from earlier defeat.

A review of the results during the past six years of the Guineas, the Derby and the St. Leger may help to visualise what will be decided this afternoon at Doncaster. In 1925, Manna, a horse owned by Mr. H. E. Morris, of Shanghai, won the first of the season's classics, the Two Thousand Guineas, and went on to win the Derby. He was confidently expected to carry off triple honours by accounting for the St. Leger, but notwithstanding his earlier brilliance, Manna was trounced in that race. In the following year Colorado won the Guineas, but the Derby fell to Coronach who went on to win the St. Leger. In 1927 the three races fell to entirely different horses. ADAM'S Apple won the Two Thousand, Call Boy won the Derby and Book Law, the St. Leger. Call Boy, it might be mentioned did not start in the St. Leger, owing to the death

of his owner, Mr. F. Ouzon. In 1928, Flamingo won the Guineas, but the Derby fell to an outsider (33-1) in Felstead. Lord Denny's Fairway was the favourite for the Derby that year, but the horse was badly beaten in the Epsom event. In the St. Leger, however, Fairway redeemed himself by winning the race.

In 1929 Mr. JINKS won the Guineas and bid fair to win the Derby, but once again a 33-1 outsider in Trigo won the Derby. Trigo went on to win the St. Leger. In 1927 the three races fell for the Guineas, but could only run third to Blenheim in the Derby. The Leger last year went to Singapore. Coming to this year's racing we find the same horse—Cameronian—winning both the Guineas and the Derby. He has been acclaimed with ample justification, it would seem—as the best three-year-old. Will he win to-day's St. Leger?

The question is asked, not only in England, where racing throws a spell over all classes, but here in Hong Kong, thousands of miles away. And it is not only asked by the European community but also by a considerable number of Chinese residents, who, until a few years ago, knew little or nothing of English racing. The growth of interest among Chinese sportsmen in the British turf came with the active participation of the Chinese people in Hong Kong racing. From the moment they became owners, interest was established not only in all aspects of the sport as it is known in Hong Kong, but also as to how it is conducted at home. British racing soon began to exercise an extraordinary fascination over the local men and this has led by stages to "investments" on the more prominent races of the year. It was not long before the names of the favourites for the English Derby became familiar to racing men out here. News of form, withdrawals and training has acquired new importance to readers in Hong Kong.

For to-day's race, quite a large number of Hong Kong people who have never seen the white cliffs of Dover and who have no wish to brave Britain's climate could tell all about the chances of the favourites, and know far more than the majority of British people, about the prospects and possibilities of the race. There is a far bigger following in Hong Kong of English racing than is generally realised. The names of well-known race owners are almost as famous in this outpost of the Empire as at Epsom and Doncaster.

It is sometimes said that it is very reprehensible for English people to teach our gambling ways to the Chinese. There is a rude English aphorism about those who teach those as well-instructed as themselves, but if people must gamble, horse-racing has its merits as a medium. There is a fine open-air spectacle excitement without cruelty, and control by men of proved integrity.

COALMINING RE-ORGANISATION.

IMMENSE changes in the organisation of the British coalmining industry are confidently predicted. At the Miners' Federation Conference held at Blackpool, Mr. JOSEPH JONES, a miners' leader and a member of the Re-organisation Commission set up by Parliament last year, announced that vast amalgamation plans are being prepared. The Commission contemplated, he said, that the country should be divided into large geographical units in each of which there should be only one colliery unit. If the ideas of the Commission are realised there will be amalgamations of collieries into one unit in each of the following six areas—Scotland, the North East, the North West, the East of England, and the Central Midlands of England, and in South Wales. With regard to the six smaller districts which do not fall naturally into any of the big groups—Somerset, Bristol, Kent and Cumberland, North Wales and the Forest of Dean—the Commission has not yet decided upon a policy.

Mr. JONES uttered a note of warning to the Conference. Whilst closer grouping would benefit the industry, they must guard against over-stating the possibilities of benefit from amalgamation. What could be attained was a reduction of costs, which would follow from the closing down of some pits and the concentration of production at others, and this is a vital need of the British coalmining industry to-day. At the close of Mr. JONES' statement the Chairman of the Conference made it clear that the Miners' Federation was neither committed nor opposed to any of the proposals, but outside the Conference it was regarded as of considerable significance that the intentions of the Committee had been disclosed to the miners before its final report is ready for publication.

★ News and Views ★

Airman's Body Found.

The body of Mr. L. J. Trist, the Australian airman, who has been missing for nearly two months in New Guinea, has at last been found, according to a wireless message received by the New Guinea Airways. Mr. Trist's body was found in dense jungle by the side of his plane, which was badly damaged. The discovery of the dead airman finally discounts the fears that he had been killed and eaten by cannibals in the centre of New Guinea.

Canadian Census Figures.

Twenty-one cities and 83 towns in Canada have increased their population during the last decade, while four cities and 60 towns have declined, according to the preliminary returns of this year's census. Increases, however, considerably more than balance decreases, and the population of the Dominion, when all returns have been compiled, will be much greater than in 1921. Toronto has increased by 105,880 to 627,853, and Hamilton by 40,763 to 154,014.

Under Germany's "Axe"

Heavy cuts in German municipal budgets, to achieve an annual saving of about £15,000,000, were proposed at a meeting of the Supreme Economic Council, after a rousing speech calling for economy from Herr Brüning, the Chancellor. Teachers are to be paid less, the size of classes is to be increased, the number of technical schools reduced and the subsidies for cultural institutions—such as municipal theatres and orchestras—are to be curtailed. The axe is also to be applied in drastic fashion to the salaries of municipal officers.

Vicar and Beach Pyjamas.

Protest against women wearing beach pyjamas was made from the pulpit by the Rev. F. E. Coryton, Vicar of St. John's, Weymouth. The church is only a few yards from the sands, where beach pyjamas are worn by many women visitors. The vicar quoted from Deuteronomy: "The woman shall not wear that which pertaineth unto a man, neither shall a man put on a woman's garment: for all that do so are abomination unto the Lord thy God." Mr. Coryton declared that immodest apparel meant a contaminated society, and he felt it his duty to protest against the welcoming of a fashion that was an abomination. He appealed to those in authority "openly and courageously to drive away these evils in our midst." What a pity the vicar had never been to the East where women, in all innocence wear trousers!

Thunder, Fish and Beer.

The sale of fish and fish dishes in restaurants was considerably affected in London one thundery night last month, for the storm broke out just before dinner. "No one is ordering fish," said a noted *maitre d'hôtel* "because of the idea that when there is thunder about it becomes unsound. There is not the least chance of this when the fish is kept under proper conditions." Our forefathers were equally suspicious of certain drinks in such conditions. For it was Tom Hood who wrote:
And Thou, the Iron Rod on high,
Who drew the thunder from the sky
And turned our table beer.

"Talkies" for the Fleet.

The installation of sound films in the Fleet has been brought a step nearer by the announcement in Fleet Orders that, following investigation of the best types of apparatus, etc. it is hoped to circulate a definite scheme for consideration during October. Owing to the rapid decrease in the number of silent films now produced, it was represented to the Admiralty a few months ago that it would be impossible to maintain the arrangements for showing films made by many of the canteen committees of his Majesty's ships. It was realised that the adoption of the talking film by the Fleet could not be achieved without material increase in the cost of this entertainment unless a large number of ships participated.

Honour at Borstal.

Mr. W. Llewellyn, Governor of the recently opened Borstal Institution at Lowdham Grange, Nottinghamshire, stated at Nottingham that they had been able to strike out into a new line at the institution with great success. There was no bolt nor key on the premises, and not one boy had been locked up for a single minute. Since the beginning of the year 103 lads had been put on their honour, and, though the temptation to get away must be considerable, only three had attempted to do so. The boys were allowed to roam over the estate in the evening after merely signing their names.

Too Pompous

The suggestion that a little frivolity in "class-rooms" would be a good thing was made by Mr. Cyril Winn, a Board of Education Inspector, at the summer course in music teaching at Oxford. We are, he said, far too pompous and solid in our teaching—so chilly in fact that when one enters some class-rooms it is almost like going into a mortuary. I suppose we are afraid of our dignity, but we could afford to be a little more frivolous. It would be for the best." Mr. Winn said women were always credited with having loose jaws, but men were just as bad as women, and they both did far too much talking. All the same, all kinds of words could be said and sung by means of a loose jaw.

PRETTY LOCAL WEDDING.

COTOWER-ELMS

The wedding took place yesterday at St. Margaret Mary Church, Happy Valley, of Miss Lillian Francis (Stella) Elms, second daughter of the late Mr. F. J. Elms, of Vancouver, B.C. and of Mrs. M. C. Hington of Hong Kong, and Mr. Leonid Gregorovich Cotower, eldest son of Mr. and Mrs. C. A. Cotower of Vladivostok.

The Rev. Fr. D. Page, Rector of the Church, officiated. The bride was charmingly attired in a costume of white satin crepe, beautifully hand-embroidered, with a tulle veil edged and shirred with silver flowers and threads. She carried a bouquet of white lilies and maidenhair ferns. The bride's attendants were her sister, Miss Margaret Maude Elms (bridesmaid), and her cousin, Mrs. P. T. F. Julian, (matron of honour). Miss Gertrude Remedios (bride's niece) was the flower girl, whilst Master Kevin Julian was the ring bearer.

The bridesmaid was attired in pale pink crepe-de-chine with picture hat and carried a bouquet of white roses, whilst the matron of honour wore a dress of salmon pink flowered silk voile, with hat to match.

The flower girl and page wore costumes of pink and white silk, respectively, the former carrying a basket of roses. The bride's mother's dress was of light brown crepe-de-chine with hat to match. The duties of best man were carried out by the bride's brother, Mr. F. J. Elms, and Mr. H. T. Tilmann and Mr. Boris Ivanchenko, were the groomsmen.

A FEEBLE EXCUSE.

WOULD-BE PIG-STEALER SENTENCED.

A pig squealing in the middle of the night roused a villager in Shek O who, on rushing out to his yard, discovered three men in the act of forcing one of his pigs into a crate. He immediately attempted to save his pig, whereupon the intruders bolted and two of them managed to escape. The third man was caught and was charged at Central Magistrate yesterday where he was convicted and sentenced to two months' hard labour. The defendant said that he arrived here from the country last week and had intended to look up a clansman at Shamshui but instead found himself on the road to Shek O. The Magistrate observed that it was one of the feeblest excuses he had ever heard. It looked as if he had come to Hong Kong to steal whatever he could, and his Worship had in the mind that Hoklos had been known to come into the New Territories purposefully to steal cattle. Regarding similar cases known to the police, Inspector Stimson said the method known to have been adopted was to put chloroform on the end of a bamboo pole before applying it to the snout of the pig.

★ Local Notes and Events ★

The total output of the Kailan Mining Administration's mines for the week ending August 22 amounted to 101,866 metric tons, and the sales during the period to 78,015 metric tons.

Sir William Hornell, Vice-Chancellor of the University, who has been confined to his home during the past week with influenza, is making good progress, and is expected to return to duty at the end of the week.

Missing his footing while attempting to replace a new sign board on the first floor of 399, Hennessy Road, Wanchai, a house-boy fell into the street, and was later removed to the Government Civil Hospital suffering from cerebral hemorrhage.

The theft of 45 fathoms of rope from the stern of the s.s. Kaitan-gata lying at buoy C2 in Victoria Harbour has been reported to the police by Mr. Ellis, chief officer, who stated that it was stolen some time between 10 p.m. on Sunday and 7 p.m. on Monday. The rope is valued at \$500.

The full text of the memorandum for the proposed rendition of the foreign concessions in Kulan-gu, Soochow, Chefoo and other places is reported to have been submitted to Dr. C. T. Wang, says the Chinese Press. They will be reconsidered by the Foreign Vice-Minister, Dr. Frank W. Lee, when the latter recovers from his illness.

One case of typhoid fever and one case of puerperal fever were reported on Monday.

Friends of Mr. A. Landau, who was in business in Hong Kong a few years ago, will deeply sympathise with him in the bereavement he has suffered in the sudden death of his son, Mr. Harry Landau, at Saigon, on September 5. The deceased was the representative for Fox Films at Saigon, and a poignant feature is that his father was passing through Hong Kong en route to Singapore to meet his son when the cab arrived.

Bound over some time ago to be of good behaviour, a Chinese girl, who was caught by the authorities with 100 taels of opium in her possession, forfeited her bond of \$200 consisting of two sureties and in addition was fined \$12,000 or in default one year's hard labour. Another woman, who was arrested at the same time, was convicted of charge of possession of 48 taels of illicit opium. She was fined \$5,000 or in default, eleven months' hard labour.

A roll of cloth, the condition of which showed that it had been in the water, was found in the possession of a coolie on the Western waterfront on Monday. The police believing it to be jettisoned resulting from the sinking of a number of loaded lighters during the recent typhoon, took the coolie into custody and charge him before Mr. Schofield at the Central Magistrate's Court yesterday. The man was fined \$5, or in default, seven days' hard labour.

from the files.

Looking Back 25 Years

Viceroy Shum has, writes the *Canton Daily News*, sent a communication to the Superintendent of Police, in which he says that the inspectors have reported that the policemen are ignorant, impolite and cowardly. That they stand in groups for protection at night and exhibit a cowardly nature, that they laugh at the depraved girls as they pass and use obscene language. He instructs the chief to see that these conditions are corrected and to keep strict control of his men.—*Hong Kong Daily Press*, September 9, 1906.

Looking Back 50 Years

Our readers (says the *Catholic Register*) will be glad to learn that our Cathedral Church in Wellington Street has been sold for the handsome sum of \$100,000. The mission house and the college are to be delivered to the buyer on January 1 next; while the Cathedral will be delivered two years hence, so there will be sufficient time for the building of a new cathedral which we believe will be one of the finest buildings in the Colony.—*Hong Kong Daily Press*, September 9, 1931.

PARLIAMENT RE-ASSEMBLES.

COMMONS PRESENT A TOPSY-TURVY APPEARANCE

BUDGET PROPOSALS ON THURSDAY.

The House of Commons presented a topsy-turvy appearance when it reassembled after curtailed summer holidays.

Without any of the excitement of a General Election since its adjournment on July 31, the Opposition found itself sitting on Government benches, which, with the exception of a mere handful of MacDonalds, Labour removed itself to the other side of the floor.

Not the least wonderful sight was the composite character of the Government itself, with members who a short time ago were in mutual political conflict but who are now brothers in a common cause.

One noticeable feature was, except for the front bench, Government supporters formed party sections of their own.

The House of Commons was packed in every part, including the Galleries for various classes.

When the Prime Minister, Mr. Snowden and Mr. Baldwin entered they received loud Government cheers.

Ministerial Laughter.

The first business concerned the resignation of the Labour Member, Sir Robert Young, of the office of Deputy Speaker at the wish of his (engineering) Trade Union Executive, this reason evoked Ministerial laughter and jeers. Sir Dennis Herbert (Conservative) was appointed in his stead.

The Speaker then read H.M. the King's message stating "That the present condition of National Finance in the opinion of His Majesty's Ministers called for the imposition of additional taxation and the effecting of economies in Public Expenditure." His Majesty recommended the matter to the consideration of the House of Commons.

Replying to Mr. Henderson, Mr. MacDonald said that Mr. Snowden will open the Supplementary Budget debate on Sept. 10, and that the second reading of the Economy Bill will be moved on Sept. 11.

To-day's debate will form a motion of confidence.

PREMIER'S APPEAL TO NATION.

GREAT SACRIFICES BY ROYAL FAMILY.

[THROUGH REUTER'S AGENCY.]

LONDON, Aug. 7. Desiring to participate in the reduction of national expenditure, H.M. King George, has sent a message to the Prime Minister stating that he intends to reduce the Civil List expenditure by £50,000 while the emergency lasts.

H.H.H. the Prince of Wales also has informed the Premier that he intends to contribute £10,000 from his income for the same purpose.

H.M. the King writing to Mr. Ramsay MacDonald points out that it is not easy to reduce the Civil List without sacrificing some State function or rendering unemployed numbers of His Majesty's servants, but after a careful consideration he has come to the conclusion that by the most rigid economy it is possible to reduce it by £50,000.

He adds that other Members of the Royal Family are all desirous to aid by reductions of their grants during the crisis.

The King's Civil List amounts to £470,000 annually. He also receives £200,000 as income from the Duchy of Lancaster.

The Prince of Wales is making a personal gift of the £70,000 income is derived solely from the Duchy of Cornwall.

Mr. Ramsay MacDonald, in replying, says that all sections of the nation will be heartened by the Royal example.

Give Us Your Confidence!

"I appeal to the Nation to give us its confidence and to banish from its mind all notions that the crisis was not real and dangerous," says Mr. Ramsay MacDonald in a message to the Nation on the eve of a meeting of Parliament.

He adds that the House of Commons will not be dealing with the condition of the financial collapse, but with proposals to avert that grim possibility and to bring back the country to an even keel.

King's Sacrifice.

LONDON, Aug. 7. To sacrifice voluntarily over ten per cent. of his income that was fixed in 1910 when monetary values were much higher than to-day is regarded as most substantial. This is the aspect taken of the King's gift. Stronger headings, undoubtedly, inspired it, and it is interpreted as placing the solution of the present crisis, as above party politics. It is (Continued on next column.)

TRADE UNION CONGRESS.

40 HOUR WEEK: ANNUAL HOLIDAYS FOR WORKERS.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 8. While Parliamentarians are assembling to-day to hear Government proposals calling on the entire Nation to make sacrifices, the Trade Union Congress, at Bristol, is passing resolutions, which are likely to accentuate the economic crisis.

The Congress this morning passed a resolution in favour of a 40 hour working week and compulsory annual holidays on full pay for all workers.

Further resolutions oppose the proposed reduction in unemployment benefits and the increase in workers' contributions.

It has transpired that the T.U.C. and the Labour Party have not yet agreed on the report on the nationalisation of life insurance.

Mr. Arthur Henderson is addressing the Congress on Thursday morning and is returning to London in time to hear the Budget speech.

CHILEAN NAVAL REVOLT ENDS.

UNCONDITIONAL SURRENDER OF REBELS.

[REUTER'S AMERICAN SERVICE.]

New York, Sept. 7. The naval revolt in Chile has been quelled according to an official announcement issued by the Government at Santiago to-day, stating that the rebels have unconditionally surrendered after a threat of further bombardment from the air.

recalled that the King, himself a victim of the high cost of living soon after the war pruned every redundant expenditure and met the remainder of the deficit by realising £100,000 of the capital of the Duchy of Lancaster, and declined Government's suggestion to increase his Civil List.

"Example of Social Leadership." [BRITISH WIRELESS SERVICE.]

Rugby, Sept. 8. The Times describes H.M. the King's action as an example of public spirit and social leadership, which is wholly characteristic in its timely aid and generosity.

Mr. MacDonald's Message.

Rugby, Aug. 7. The Prime Minister, Mr. Ramsay MacDonald, to-night issued a message to the Nation.

He says: "To-morrow Parliament will meet and Government will ask from it, and is certain to obtain, a vote of confidence. I appeal to the Nation also to give us its confidence and to banish from its mind any notion that the crisis which has confronted us was not real and dangerous, or that we could have met it with measures less vigorous, than those we shall ask Parliament to sanction. We had to face it and all its potential consequences. We had to act with decision and speed, and the great thing we have already secured is that instead of the House of Commons meeting to deal with the financial collapse it is meeting to deal with proposals to avert that grim possibility and to bring the country back to an even keel."

Political interest now centres on the reassembly of Parliament to-morrow. A message from the King will be read in both Houses. The debate will take place on a Committee of ways and means, but it is not yet certain whether the Opposition, led by Mr. Henderson, will divide in the House of Commons. If they do the Government majority is expected to be about sixty, but it may be more on account of Labour abstentions.

The Chancellor of the Exchequer, Mr. Philip Snowden, will introduce an emergency Budget on Thursday.

A short Cabinet meeting to-night reviewed Government's complete scheme and dealt with the procedure.

T.U.C. Meeting.

Five hundred and eight-seven delegates attended the 63rd Trade Union Congress, which opened at Bristol to-day.

Mr. Citrine, General Secretary, made a statement regarding the financial crisis and the intervention which the General Council of the Congress had with representatives of the late Labour Cabinet. The Council, he said, had wanted to assist the Government, but they felt Government's policy was economically disastrous and impossible for them to subscribe to.

Congress passed a motion unanimously approving of the action of the General Council, as reported by Mr. Citrine and adjourned for a day.

NEARING JOURNEY'S END.

AMY EXPECTS TO ARRIVE IN LONDON TO-DAY.

[THROUGH REUTER'S AGENCY.]

Koenigsberg, Sept. 8. Miss Amy Johnson left Koenigsberg for Hanover this morning. Amy intends to stay at Hanover to-night and leave for London to-morrow.

JAPAN-SEATTLE FLIGHT.

AMERICAN AIRMEN HOP OFF ON LONG FLIGHT.

[THROUGH REUTER'S AGENCY.]

SAMUELSBURG, Sept. 7. Charles Allen and Don Mayo, hopped off for Seattle at 11.30 this morning in an attempt to make a non-stop Pacific flight. The flight will follow the course of the Great Circle, skirting the Kurile and Aleutian Islands. Weather conditions are good.

ZEPPELIN HOME AGAIN.

SAFE RETURN FROM PERAMBUCO.

[THROUGH REUTER'S AGENCY.]

Berlin, Sept. 7. The Graf Zeppelin arrived at Friedrichshafen to-day completing a round trip from Germany to Pernambuco and back, involving two ocean flights.

MISS ENGLAND II. SINKS.

MARVELLOUS ESCAPE OF OCCUPANTS.

AMERICA WINS HARMS-WORTH TROPHY.

[THROUGH REUTER'S AGENCY.]

Detroit, Sept. 7. In the second heat in the Harmsworth Trophy Races, Britain received a nasty check when Kaye Don turned turtle in Miss England II. The occupants were, however, rescued.

To the horror of thousands of spectators Miss England II, when taking a bend half a mile from the start, skidded, turned turtle and sank. Kaye Don and the two mechanics were flung out into the clouds of spray to be picked up uninjured after a miraculous escape.

The only injury they sustained was to their feelings and to this was added the disappointment of being informed that they had been disqualified for crossing the starting line five seconds too soon, and that the successful race by Gar Wood would in any case have deprived them of the Trophy.

Gar Wood, piloting Miss America IX, lured Kaye Don over the line too soon and both were disqualified. Gar Wood's brother, George, piloting Miss America VIII, hanging behind, had merely to complete the course and run over to-morrow's third heat to win the Harmsworth Trophy.

The First Heat.

[The first heat was won by Kaye Don in Miss England II, when he beat Commodore Gar Wood's Miss America IX by a mile in the thirty mile triangular course. His average speed was 59.913 m.p.h. as compared with his rival's speed of 57.927.]

LEAGUE OF NATIONS' ASSEMBLY.

HUNGARY REQUESTS FINANCIAL ASSISTANCE.

[BRITISH WIRELESS SERVICE.]

Rugby, Sept. 7. The 12th annual Assembly of the League of Nations opened at Geneva to-day with a speech by the President of the Council, Senor Lurruex, Spanish Foreign Minister.

M. Tulesco (Roumania) was elected President of the Assembly and addressed the delegates. He said the entire world was suffering from a terrible crisis due to lack of confidence, and it was the duty of the Assembly to demonstrate international solidarity.

A request was received from Hungary asking the League to investigate the financial situation of that country with a view to the granting of a further loan.

The British delegates will ask the Assembly to express the sympathy of the League members with the food havoc refugees in China.

Mexico Invited to Join League. Geneva, Sept. 8. The League Assembly unanimously decided to invite Mexico to join the League.

Signor Grandi, Italy, proposed that all programmes concerning armaments should be immediately and effectively suspended during the session of the Disarmament Conference next February.

SINO-JAPANESE RELATIONS.

CRISIS BELIEVED IMMINENT.

NAKAMURA AFFAIR SEQUEL.

[THROUGH REUTER'S AGENCY.]

Tokyo, Sept. 8. Indignation is increasing daily against China in connection with the Nakamura affair and other issues of which there are over 300 reported to be awaiting settlement. It is believed a crisis is imminent unless an unexpected development averts it.

While many censure the militarists' advocacy of a strong policy towards China, nevertheless they consider Nakamura's policy of patience and conciliation is proving untenable.

This morning after discussing what is described as China's failure to give satisfaction regarding the Nakamura case, the Cabinet decided to await the result of the second investigation at Mukden into the circumstances of Capt. Nakamura's death, but passed a resolution "That Military and Diplomatic authorities act in concert regarding what action they should take if China fails to show sincerity in conducting the investigations promptly."

[A message from Tokyo dated Sept. 4 states:—

There are indications that the militarists and others are becoming increasingly incensed at the series of Sino-Japanese incidents, and particularly at the Chinese attitude towards the alleged murder of Captain Nakamura in Manchuria recently.]

HOME RACING.

PROBABLE STARTERS IN ST. LEGER.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 8. The probable starters and jockeys in the St. Leger, which will be run to-day, are as follows:—

Horse	Jockey
Birthday Book	Dick
Cameronian	Fox
Convey	G. Richards
Goyescus	Elliot
Inglestun	Jones
Khorshed	Beery
Orpen	J. Childs
Salaam	Weston
Sandwich	H. Wragg
Sir Andrew	P. Beasley
Suze	H. Beasley

NAUTILUS ARRIVES AT LONG YEAR CITY.

[THROUGH REUTER'S AGENCY.]

Osto, Sept. 8. The Nautilus arrived at Long Year City at 1 p.m. to-day.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.17 p.m., stated:—

The typhoon is filling up between Naha and the Bonins. Pressure is low from Cochinchina to the lower Yangtze Valley.

Local Forecast:—S.W. or variable winds, moderate; fair to showery.

TYPHOON WARNING.

The following typhoon warning has been received by the American Consulate-General from the Manila Observatory:—

OBITUARY.

MR. JAMES MACKEY GLOVER.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 8. Mr. James Mackey Glover, one of the best known Bohemian figures of his generation, died to-day at Hastings.

The late Mr. Glover was born in 1861 at Kingston, County Dublin, and was educated at the Catholic University, Belvedere College, Dublin. He was director of music at Drury Lane Theatre, 1893 to 1920; director-manager of the Theatre Royal, Plymouth, 1913-18; Mayor of Boxhill-on-Sea, 1927; was musical critic for the *Sun*, *Evening News* and several other newspapers; he also contributed on musical matters to *The Daily Mail* and *Daily Telegraph*. He published hundreds of songs and dances.]

COMBINED DRIVE AGAINST NANKING.

CANTON AND KWANGSI FORCES CO-OPERATE.

(From Our Own Correspondent.)

Canton, Sept. 8.

Part of the Fourth Army Corps under General Li Tsung Jen, of the Canton Government, has arrived in Chenchow and Yungchow in southern Hunan, preparatory to a combined drive on to Nanking. General Chen Tsai Tong's troops, in co-operation with the Kwangsi forces are also pouring into Chenchow. General Yu Han Mow, a trusted subordinate of General Chen Tsai Tong, is leaving Canton for the front to-morrow by train. Large quantities of war supplies, including 700 boxes of cartridges, 200 rolls of barbed wire, and several hundred boxes of hand-grenades, were shipped to Shuiyuan by train to-day. Some 900 coolies, rounded up and forcibly pressed into military service from various outlying districts, were also put on the same train for the front, where they will be used to carry war supplies for the armies.

The Southern forces have decided to establish their field headquarters in Chenchow, some 70 miles south of Changsha, the capital of Hunan, where the Nanking troops have dug in. Shuiyuan, the northern terminus of the southern section of the Canton-Hankow Railway, will form the base of military operations against the North. General Pei Chung Hsi is directing the Kwangsi troops at the front, while the command of the Cantonese troops under General Chen Tsai Tong at the front is entrusted to General Li Yang King and Yu Han Mow. General Chen Tsai Tong is directing the movements of the Cantonese troops from Canton, the seat of the movement for the overthrow of Chiang Kai Shek and the Nanking Government. He will not leave here for the North unless it becomes necessary.

Military authorities in Canton state that no difficulty will be experienced in the conquest of Hunan, as two-thirds of the Hunanese generals are willing to support the Canton cause. Marshal Chiang Kai Shek is reported to be despatching no less than six divisions of troops to southern Hunan, to check the advances of the Southern forces. At present the opposing forces are about 40 or so miles from each other.

PRELIMINARY SKIRMISH.

(Wah Tez Yat Pao.)

Canton, Sept. 8. Canton Military Headquarters have issued a military report stating that a skirmish took place at the foot of the Yu Lin Mountain (on the Hunan-Kwangtung border) on the 3rd inst, between the Cantonese vanguard and those under General Ma Kung-shan (appointment). The fighting lasted a few hours resulting in the enemy's defeat. There were over one hundred casualties. The wounded soldiers have been carried to Canton for treatment.

HAN FU CHU CONFERS WITH THE YOUNG MARSHAL.

[KUO MIN NEWS AGENCY.]

Peiping, Sept. 3.—General Han Fu Chu, Chairman of the Shantung Provincial Government, left here for Tsinan yesterday morning. He was accompanied by General Chiang Pei Cheng, Counselor to the Commander-in-Chief's Headquarters, and Ko Kuang Ting, Chairman of the Administrative Committee of the Kiaochow-Tsinan Railway and personal representative of the Vice-Commander-in-Chief.

Prior to his departure, General Han stated that he had been conferring with the Vice-Commander-in-Chief relative to the maintenance of peace and order in the North and the exile of Yen Hsi Shan. The North-Eastern leader has promised to assume responsibility for the first.

FIGHTS WITH THE REDS.

GOVERNMENT TROOPS WIN BIG VICTORIES.

[KUO MIN NEWS AGENCY.]

Nanchang, Sept. 2.—The "Reds" under Huang Kung Luoh were severely repulsed by the Government 10th Division under General Wei Li Huang at Chaoyen, north-west of Ningtu, on Monday, a telegram from the front reports. The Government forces have successfully wiped out all traces of banditry along the Loan-Ningtu-Yunglung region. It is claimed (Continued at foot of next column.)

SERIOUS POSITION IN FLOODED AREAS.

COLD WEATHER CAUSES FURTHER SUFFERING AT HANKOW.

DANGER OF WATER AGAIN RISING NOT YET OVER.

[KUO MIN NEWS AGENCY.]

Hankow, Sept. 3.—High winds and heavy rainfall in the Wuhan area for the past two days have resulted in a sudden drop of the temperature to 68 degrees Fahrenheit. With the first signs of approaching winter, the problem of clothing the refugees has to be faced along with that of providing them with food and shelter. It is feared that the scantily dressed flood survivors may develop influenza or worse unless they are properly clothed.

Since Tuesday night rain has been pouring in torrents, plunging the refugees into more intense suffering. The work of building makeshifts at Hungshan has had to be temporarily suspended. Although the river has been gradually subsiding, the danger of another rise is not yet over due to the copious rain.

DEVASTATION ROUND WUHU.

4,000 DEAD: 200,000 HOMELESS.

Nanking, Sept. 3.—The important river port of Wuhu in Anhwei is getting a big share of the flood trouble along the Yangtze. Not only is the entire city inundated but the flood waters continue to rise. Houses are under several feet of water while the inhabitants of one-storey dwellings are making the best of the situation by crouching on house-tops. Over 1,000 refugees near the Hengshui Dyke have been without food for several days.

According to an investigation of the local Flood Relief Committee, no less than 850 miles of land in and around Wuhu are affected by the floods. 4,000 people have succumbed while over 200,000 are homeless and destitute. The area of agricultural fields damaged totals 500,000 mu, and the amount of property destroyed is estimated at \$15,000,000. An urgent telegram has been dispatched to the Central Government to appropriate a large sum for emergency relief.

FLOOD LIGHTING LONDON.

MAY BE A PERMANENCY.

[THROUGH REUTER'S AGENCY.]

Rugby, Sept. 7. The interest shown by the general public in the flood light illumination of notable London buildings is unabated, and large crowds throng the streets in the lighted areas each evening.

The foreign delegates to the International Illumination Congress, in honour of which the display has been organised, have expressed their admiration at the wonderful effects, which have been achieved by the gas and electricity industries, which are jointly responsible for the arrangements.

The whole cost is borne by these and allied industries, but it is understood that the low figure at which the flood lighting installations supplied by British firms can be run has surprised a number of business houses, and it is probable that in certain cases the augmented system of illumination will be kept for permanent display.

It is also possible that some public buildings will be flood lighted in future, not regularly, but on many occasions.

AIRCRAFT FROM U.S.

Nanking, Sept. 3.—A consignment of military airplanes consisting of twenty-six bombing and pursuit machines, purchased from America by the Aviation Administration of the Ministry of War, arrived here yesterday. After undergoing trial flights shortly, they will be sent to the Kiangsi front for active service against the "Reds."

80 MILLION DOLLAR LOAN.

Nanking, Sept. 3.—It is understood that at a meeting of the Central Political Council held yesterday, it was decided to issue a flood relief loan for the amount of \$80 millions.

The proposed loan is to be issued by the Ministry of Finance in separate instalments. It is to be secured on national taxes to be specially designated by the Ministry of Finance. Measures governing the receipts and disbursements of the loan as well as the procedure for the custody of the sinking fund are to be formulated by the Ministry of Finance as customary heretofore.

NANKING DYKES GIVE WAY.

Nanking, Sept. 3.—Pitiful scenes were witnessed outside the Capital yesterday when three large dykes—the South, North and East Dykes—gave way at 6 o'clock in the morning. Frantic efforts of several hundred farmers to stem the onrush of the torrents by erecting barricades were futile.

Water pouring inland from six breaches swept away whatever lay in its path. By 10 o'clock, the flood had reached to within one-third of a mile of Nanking city, and by 11 o'clock the suburbs between the Shushai and Hengshui Gates were one large expanse of water.

More than one thousand farmers and their families, carrying the little bundles they could pack in their hurry, have flocked to the Capital. The refugees are being temporarily accommodated on top of the city wall pending the building of concentration camps. Deputies of the General Relief Committee, in collaboration with the Municipal Bureau of Social Affairs, are devising measures for their succour.

It is learned that the sudden collapse of the dykes was due to the fierce wind which has been blowing for the last few days. In some parts of the outskirts, the water has attained a level of seven or eight feet with signs of a further rise.

The Yangtze has risen another eight inches at Hsiakwan, bringing the water level to feet above that of the Chihluin River. Besides pumping operations in the city, urgent steps are being taken to strengthen the barricades so as to prevent a further inundation of the city.

Sports News

H.K.F.A. COUNCIL.

PASSING AWAY OF THE STADIUM.

FOOTBALL SUSPENSION ECHO AT MEETING.

Two matters of general interest, outside the ordinary routine, were discussed at the Council meeting of the Hong Kong Football Association held yesterday with Mr. J. Ormiston taking the chair.

The discontinuing of the Stadium at North Point as a football ground during the coming season and other arrangements made by the Chinese Athletic Association to carry out their home matches which would otherwise have been played on that ground were conveyed in a letter to the H.K.F.A.

In their letter the C.A.A. stated that they had arranged to play their home matches on the ground of the Hong Kong Football Club at Happy Valley, the understanding being that the proceeds would be shared equally between them after deducting expenses. The Hong Kong Football Club had also agreed to admit members of the C.A.A. to the covered and uncovered stands at half price on presentation of their membership cards.

As the Hong Kong Football Association have a stand on the Club ground, the C.A.A. asked if the privilege of admittance at half price to their members at that stand would be considered. After discussion the Council agreed to admit members of the C.A.A. to their stand during the matches in question at 40 cents each instead of 60 cents.

Correspondence With E.F.A.

The suspension of Chan Kwong Lu and Tay Kwai Sing, two of the Chinese Athletic players, last year who were held to have lost their amateur status but were later reinstated, was again referred to as a result of correspondence between the local Association and Sir Frederick Wall, Secretary of the English Football Association. In reply to the local Association's request to be allowed to alter their rules by which the players concerned could be reinstated as amateurs, the Home Association pointed out that under Rule 28 the H.K.F.A. had power to alter their rules.

Speaking in this connection, Mr. Ormiston said that his personal opinion, which was shared by Mr. R. M. Dyer, was that no good could be served by continuing the correspondence, and he suggested that the matter be dropped. He proposed to have the matter in the hands of the Emergency Committee to formulate rules to meet the case and present them to the Council in due course.

Mr. Duncan replied that the Emergency Committee should be given some guidance by the Council. They had either to leave the rules as they were and take the chance of the same thing occurring again, or, on the other hand, make a new rule to allow professional players to play in amateur competitions without remuneration. It was putting too much responsibility on the shoulders of the Emergency Committee, and the Council should advise in what way the latter should act.

Continuing to give his considered views on the matter, Mr. Duncan suggested that after the Emergency Committee had laid their views before the Council for consideration, the proposed new rule should be transmitted to the Home Association, and that the whole matter be again brought up at the next annual meeting of the local Association, as there was no possibility of altering the rules this season. After some discussion this course was agreed to.

CANTON TENNIS.

HONG KONG PLAYERS BEATEN.

In an interesting "Davis Cup" series between Leung Tak Kwong and G. Bodiker (Canton) and H. D. Rumjahn and S. A. Rumjahn, played on Sunday and Monday at Canton, the Cantonese players scored a victory by the odd match. The encounter took place on the courts of the Canton Citizens' Club, and were very keenly fought out. The hero of the series was Leung Tak Kwong, who won both his singles matches.

The results follow:—
Leung Tak Kwong—
beat H. D. Rumjahn, 5-7, 6-4, 6-3, 6-4.
beat S. A. Rumjahn, 6-4, 11-9, 6-3.
G. Bodiker beat H. D. Rumjahn, 6-7, 6-2.
S. A. Rumjahn beat G. Bodiker, 6-4, 6-3, 6-4.
H. D. Rumjahn and S. A. Rumjahn beat Leung Tak Kwong and G. Bodiker, 6-2, 6-3, 2-6, 6-4.

HOME FOOTBALL.

RESULTS OF ENGLISH LEAGUE MATCHES.

TEN GOALS FOR FULHAM.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 7. A total of ten goals fell to the credit of Fulham when they engaged Torquay in the English League football match played to-day. Torquay only managed to score two goals. The following are the full results of the matches:—

Division I.	
Huddersfield	2 Leicester
Sheffield U.	0 West Ham
West Ham	1 Sunderland
Division II.	
Barnsley	0 Bury
Bradford C.	2 Wolves
Barnley	2 Chesterfield
Charlton	2 Bradford
Leeds	0 Millwall
Preston N.E.	1 Notts Forest
Southampton	2 Tottenham
Stoke	3 Manchester U.
Swansea	2 Port Vale
Division III. (South).	
Clapton O.	1 Bristol R.
Coventry	2 Cardiff
Fulham	10 Torquay
Mansfield	2 Watford
Northampton	2 Exeter
Southend	1 Thames
Division III. (North).	
Barnsley	3 Halifax
Hull	4 Darlington
Stockport	3 Rochdale
Crewe	3 Accrington

TO-DAY'S FIXTURES.

The following matches are due for play to-day:

Division I.	
Arsenal	v. Portsmouth.
Blackpool	v. Blackburn.
Bolton	v. Grimsby.
Chelsea	v. Wednesday.
Manchester C.	v. Derby.
Middlesbrough	v. Liverpool.
Division III. (South).	
Bournemouth	v. Norwich.
Brighton	v. Crystal P.
Gillingham	v. Luton.
Reading	v. Brentford.
Division III. (North).	
Gateshead	v. York.
Harlepool	v. Chester.
New Brighton	v. Walsall.
Wigan	v. Nelson.
Scottish League.	
Aberdeen	v. Falkirk.
Airdrie	v. Celtic.
Ayr	v. St. Mirren.
Cowdenbath	v. Hearts.
Dundee U.	v. Kilmarnock.
Leith	v. Queen's Park.
Morton	v. Hamilton.

LAWN BOWLS.

SPEY ROYAL CUP MATCH TO-MORROW.

Club de Recreio and Craigengower have arranged to play their semi-final in the Spey Royal Cup Competition to-morrow, commencing at 4.30 p.m., on the K.C.C. ground.

In their last game with the Hong Kong Electric R.C., the King's Park team just managed to get through, but they are now placed what they consider to be a stronger team in an effort to enter the final by defeating Craigengower. The following are the teams:—

Club de Recreio: C. E. Marques, L.O.R. Souza, O. G. Silva and B.F. Luz (Skip).

Craigengower: G.L. Buchanan, R. Bass, E. el Arculli and U.M. Omar (Skip).

FANLING GOLF.

CAPTAIN'S CUP RESULTS.

The results of Captain's Cup competition, played at Fanling on Sunday and Monday were as follows:—
Captain J. H. Anderson, 82-0-70, qualifies.

Other score: C. H. Burton, 83-15-78.
There were 37 entries.

PING PONG LEAGUE.

JUNIOR DIVISION FINAL TO-NIGHT.

The final of the Junior Division of the Ping Pong League will take place at the Chinese Y.M.C.A. Bridges Street, on this evening at 7.30 p.m., between the South China "B" and the Confucian Association.

So far both teams have not lost a single match, and a very keen struggle is expected.

HOME RACING

Notes and News.

By OUR HOME RACING CORRESPONDENT.

THE LAGER.

The Lager will be run to-day.

Latest betting is as follows:—

Cameronian, 11/10 (6 & 0).
Orpen, 9/5 (6 & 0).
Sandwich, 7/1.
Salama, 19/2 (0). 10/1 (b).
Goyescas, 100/9 (0).
Sir Andrew 100/8 (1 & 0).
Inglesant, 20/1 (0).
Suzo, 25/1 (0).
Birthday Book, 40/1 (0).
Conroy, 50/1 (0).
Khorshed, 50/1 (0).

With so many horses scratched, the race seems to have lost considerable interest. On form to-day, a glance at the runners reveals four possessing possible winning chances, Cameronian, Orpen, Sandwich, and Goyescas. Of these, I can hardly believe Sandwich capable of beating either of the two first named, and Goyescas is uncertain. The latter might possibly bring it off, but his price has weakened lately and this denotes lack of confidence.

Sir Andrew may get a place, but Suzo, Birthday Book, Conroy and Khorshed have little to recommend them.

It looks like a race between Cameronian and Orpen, and I think it will be a close one. If both are beaten the winner may come from Salama or Inglesant, two horses we know little about. The former has won over 11 miles, and on breeding has excellent qualifications for this race; her price has shortened very considerably. Once this year and simply over a mile, he won with ease and impressed. The injury to his knee which has kept him out of the Classics this season must not be forgotten, and with hard going might rattle itself on the other hand soft going will be in his favour and it is hardly likely that his owner, Mr. Somerville-Tattersall would race him unless he considered he had a chance.

As an outsider I like Inglesant, and at 20/1 he seems worth a small investment each way.

The Autumn Double.

The entries for the Cesarewitch Stakes, a handicap, over 2 1/2 miles, to be run at Newmarket on October 14 are as follows:—

Cesarewitch Stakes, a handicap of 25 sovs each, 10 lb if dec by October 6, or 5 sovs only for first horses struck out by September 8, with 1,000 sovs added; for three-year-olds and upwards; winner after September 3 at noon of a handicap value 450 sovs 5 lb, of a handicap value 900 sovs or of a weight-for-age race value 1,200 sovs 10 lb extra, but horses originally handicapped at 8 st 10 lb or upwards to carry a maximum penalty of 5 lb (these penalties apply only to races of a mile, and a furlong or upwards); owner of second horse to receive 300 sovs and of third 100 sovs. Cesarewitch Course, two miles and a quarter. (93 subs.) (Closed July 23).

Saint Reynard 8 (Mrs. Bendir).

Bancher 6ys (Mr. R. Walker).

Ballyscanlon 7ys (Mr. M. Hutchison).

North Drift 4ys (Mr. Downing).

Strephon II. 6ys (Mr. G. Deane).

Gladus 4ys (Mr. G. Deane).

Primitiv 3ys (Mr. Calmann).

Conroy 3ys (Mr. A. Cox).

Notice Board 5ys (Mr. Singer).

Cacao 6ys (Mr. R. Clark).

Ut Major 4ys (Ag. Khan).

Khorshed 3ys (Ag. Khan).

Pomme d'Api 3ys (Ag. Khan).

Islandier 3ys (Ag. Khan).

Sultan Rances 2ys (Ag. Khan).

Stolen Flame 6ys (Sir W. Chilcott).

Son of Mite 4ys (Mr. J. Brown).

River King 4ys (Mrs. J. Lewis).

Boas Of The Show 5ys (Mr. W. Morgan).

Mr. J.B. 5ys (Sir F. Eley).

First Principle 3ys (Mr. F. Hogg).

Singapore 4ys (Lord Glanely).

British Sailor 4ys (Lord Glanely).

Blue Don 5ys (Lord Glanely).

Blue Vision 4ys (Mr. M. Evans).

Yarn II. 4ys (Mr. A. Boswick).

Sandy Lashes 3ys (Mrs. Long).

Friendship 6ys (Sir A. Bailey).

Leonard 3ys (Mr. H. Clayton).

Six Wheeler 6ys (Mr. H. Clayton).

Nobis Star 4ys (Mr. P. Oundell).

Night Rider 4ys (Mrs. D. Arce).

(Baker).

Summer Princess 5ys (Mr. Gulliver).

Barclay.

Highbury 5ys (Sir H. Norris).

Chatterer 3ys (Mrs. F. Clark).

Old Orkney 7ys (Mr. J. Murphy).

Forum II. 4ys (Mr. J. Murphy).

Joyous Greeting 7ys (Major Lyons).

Varthashtrova 5ys (Major Lyons).

Earl Hill 4ys (Major Sneyd).

Sir Joakim 10ys (Major Sneyd).

Town Talk 4ys (Mr. H. Lawrence).

Curtain II. 5ys (Mr. Langley).

Spinelly 3ys (Sir A. Bailey).

Truncheon 4ys (Mr. Horlock).

Smoky Light 4ys (Mr. Horlock).

Shell Parade 3ys (Major Holli-day).

Breakdumb 4ys (Miss Paget).

Eagle's Bride 5ys (Mr. Hals).

W. Nightingall.

Jugo 7ys (Mr. T. Richards).

Rock Star 4ys (Sir M. Wilson).

Arctic Star 7ys (Mr. A. Duggan).

Richborough 6ys (Mr. F. Peck).

Argonaut II. 5ys (Mr. J. Schiff).

Sandals 4ys (Lady Wernher).

Brumeux 6ys (Mr. Macomber).

Olette 5ys (Mr. Macomber).

Nitakrit 5ys (Mr. Macomber).

Advancer 4ys (Mr. F. Wilmoth).

Prince Paradise 4ys (Mr. J. de Rothschild).

Mistress 4ys (Mr. J. de Rothschild).

Bollymurphy 7ys (Mr. J. Thompson).

Chelmarsh 4ys (Mr. Buxton).

Calvados 4ys (Sir A. Bailey).

Roi Des Aulnes 6ys (Mr. T. Davidson).

Tantine 3ys (Mrs. E. Harmsworth).

Timber 4ys (Mr. Keyton).

Black Armstrong 5ys (Mrs. G. Peacock).

Happison 4ys (Mrs. G. Peacock).

West Wicklow 7ys (Lord Derby).

Knight of Lorn 4ys (Lord Derby).

Insurance 4ys (Miss Paget).

Rubicon II. 5ys (Mr. Emanuel).

Poncorogo 8ys (Lt.-Col. Bingham).

Purple Wave 6ys (Mr. J. R. Porter).

Salome 3ys (Count McCormack).

Monroe 5ys (Mr. A. May).

Brulette 3ys (Lt.-Col. Birkin).

Leonidas II. 6ys (M. Boussac).

Sans Crainte 3ys (Signor Crespi).

L'Abbesse de Menin 4ys (Mme. Fyfe).

Kill Lady 4ys (M. Guthmann).

Gouspin 5ys (M. Lecomte).

Flotun 3ys (Baron Leonino).

Tric Chateau II. 4ys (Mr. C. Livingston).

Fiz Pop 4ys (Mr. R. McCreery).

The Abyssinian 4ys (Mr. Macomber).

Monsieur le Marechal 5ys (M. de Mola).

Delate 4ys (M. de Mola).

Chateau Bouscaut 4ys (Comte de Rivaud).

Berberis II. 4ys (Baron E. de Rothschild).

Horses mentioned in connection with this race are: Singapore, Knight of Lorn, Brumux, Olette, Sandals, and Pomme d'Api, but as with the Cambridgehire, we must wait for the weights. Pomme d'Api has recently suffered from injury but the Aga Khan has four other entries including Ut Major who won the race last year. According to the opening betting quotations Friendship is quoted at 10/1, Blue Vision, Insurance, and Noble Star at 20/1, and Ballymurphy, Pomme d'Api, Strephon II., Singapore, and Ut Major at 25/1.

The entries for the other half of the Double, the Cambridgehire Stakes, over 1 mile and 1 furlong, a handicap, to be run at Newmarket on October 24 are as follows:—

Cambridgehire Stakes, a handicap of 25 sovs each, 10 lb if declared by October 20, or 5 sovs only if declared by September 8, with 1,000 sovs added; for three-year-olds and upwards; winner after September 3 at noon of a handicap value 450 sovs 5 lb, of a handicap

value 900 sovs or of a weight-for-age race value 1,200 sovs 10 lb extra, but horses originally handicapped 8 st 10 lb or upwards to carry a maximum penalty of 5 lb, except that the winner of the Cesarewitch shall carry 14 lb extra, the owner of second horse to receive 300 sovs and of the third 100 sovs—New Cambridgehire Course, last mile and a furlong of A.F. (80 subs.) (Closed July 23).

Malakoff 5ys (Mr. R. Walker).

Inkberry 3ys (Mr. R. Walker).

St. Oswald 3ys (Lt.-Col. Kewley).

Amfortas 4ys (Capt. Cohn).

Slipper 5ys (Capt. Cohn).

Potiphar II. 4ys (Capt. Cohn).

Seascope 3ys (Mr. D. Joel).

Rustom Pasha 4ys (Ag. Khan).

Vamos 3ys (Ag. Khan).

Orestis 3ys (Mr. Michailinos).

Truculent 3ys (Lord Astor).

Links Tor 3ys (Mr. Singer).

Link Boy 3ys (Mr. Singer).

Lucky Tor 6ys (Mr. Singer).

Pyramus 3ys (Mr. Singer).

Anna 3ys (Capt. S. Wilson).

Decorum 3ys (Mr. Farquharson).

Bamit 3ys (Mrs. J. Lewis).

On Watch 5ys (Mr. de Mestre).

Pomme 4ys (Mr. J. Benson).

Happy Mood 3ys (Lady Hall).

Red Letter Day 3ys (Mrs. D. Wilson).

Edgellaw 3ys (Lord Rosebery).

Ellenborough 5ys (Mr. Esmond).

First Fancy 3ys (Mr. Brunton).

Flying Argosy 5ys (Mr. W. Vincent).

Dictum 3ys (Lady B. Smith).

Jacobs 3ys (Mr. M. Field).

Heronslea 4ys (Mr. W. R. Smith).

Peacock.

The Masher 4ys (Mr. F. Wilmoth).
Miss Colin 4ys (Mrs. Fairfax).
Thyestes 3ys (Major McCalmont).
The Pen 4ys (Mrs. Hartigan).
Lady Marjorie 3ys (Mr. M. Benson).
Lord Bill 4ys (Sir A. Butt).
Tantine 3ys (Mrs. E. Harmsworth).
Trinidad 3ys (Sir A. Bailey).
Wall Street 3ys (S. A. Bailey).
Blandehna 3ys (Sir A. Bailey).
Alois 3ys (Mr. J. Austen).
Bibi Tella 3ys (Ag. Khan).
Maugre 4ys (Mrs. Wallace).
Autumn Tints 4ys (Mr. W. Peck).
Codici 3ys (Mrs. Glorney).
Carola 3ys (Mrs. Glorney).
Schatterash 3ys (Major Lyons).
N.P.B. 3ys (Sir F. Eley).
Diolite 4ys (Sir H. Hirst).
Polyveraja 4ys (Mr. E. Halley).
Brederumb 4ys (Miss Paget).
Burbizon 5ys (Mr. F. Peck).
Lansdowne 4ys (Lord Glanely).
Grand Salute 4ys (Lord Glanely).
Coldstream 3ys (Lord Glanely).
Grandmaster 6ys (Lord Glanely).
Disarmament 3ys (Mr. H. Clayton).
Isthmus 3ys (Mr. H. Clayton).
Six Wheeler 6ys (Mr. H. Clayton).
Anthurium 4ys (Mr. J. de Rothschild).
Prince Paradise 4ys (Mr.

HONGKONG WEEKLY PRESS

And CHINA OVERLAND TRADE REPORT

Among the interesting news in this week's edition of the "Weekly Press" are full accounts of

The Yangtze Valley Floods

Mr. T. M. Hazelrigg on Child Welfare in Hong Kong—and Life on 60 cents a Week.

A Real-life Edgar Wallace Story: Chinese and Portuguese accused of \$7,000 Fraud.

SPORT and BUSINESS NEWS

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DAMAGE DONE TO A GRAMOPHONE.

LORRY COMPANY SUED FOR NEGLIGENCE.

CLAIM BY H.K. AMUSEMENTS.

The liability of a carrier for property entrusted to his care was discussed at the Summary Court yesterday before Mr. Justice Lindell when the Hong Kong Amusements, Ltd., claimed \$300 as damages from the Luon Yick Motor Company in respect of damage to a gramophone which was thrown out of the defendants' lorry. The action arose from a contract to transport the gramophone from Des Vaux Road Central to the Cheung Lok Theatre at Shaikwan, but half way during the journey both the instrument and a coolie looking after it were pitched over the side.

Mr. H. J. Armstrong, for the plaintiff, contended that the damage was caused by the negligence of the defendants' driver. This was denied by Mr. H. L. Denny, who defended.

Outlining his case, Mr. Armstrong said that the hire was arranged at \$2.50 and the driver was expressly warned that the gramophone was a delicate instrument and he should, therefore, drive carefully.

Machine Thrown Out.

The journey commenced with the manager of the theatre sitting by the driver, with the gramophone in the open rear of the lorry being held by an office assistant. On two separate occasions the manager told the driver not to drive so fast, but he went too fast round a sharp corner near the new Hong Kong Electric building with the result that both the gramophone and coolie were pitched on to the road, the former being seriously damaged and the latter escaping with a bruising.

Mr. Armstrong said he would submit that defendant was a common carrier, and it was, therefore, immaterial for negligence to be shown to make him liable, or he would submit that defendant was an ordinary carrier and proof would be forthcoming that the driver was guilty of negligence.

When Mr. Armstrong called Mr. C. S. Rosset, Secretary of the Hong Kong Amusements, Ltd., did not make any contract with the carrier, and they did not know anything about the damage to the gramophone until after the accident. Witness explained that although the Theatre Equipments, Ltd., who arranged the transport, were a separate company, they were the agents of the Hong Kong Amusements, Ltd.

Mr. Denny submitted that the action was wrong in that the plaintiffs could not be the Hong Kong Amusements, Ltd., as the defendants had never entered into a contract with them for transportation of the machine.

His Lordship held that the negligence of the defendants' driver and reserved his judgment.

Mr. Armstrong: Do you admit it was pitched on to the road? It was not pitched. It went on to the road. I cannot say exactly how it happened.

Mr. Denny continued that he disputed that defendant was acting as a common carrier, as it was a special contract made at the time, but he alleged contributory negligence. "We alleged it was wholly the coolie's fault and that was the proximate cause. The gramophone was stowed and packed by plaintiffs' own people and their own people were in charge of it the whole way."

The driver of the lorry, who was called as a witness for the defence, denied that he was responsible for the pitching out of the gramophone as he took the corner at a speed of eight miles an hour.

Asked by Mr. Armstrong to explain how the coolie also went over the side, witness said that the man fell over in attempting to prevent the machine going over. He said that the gramophone was top heavy and it was the business of the coolie to have secured it with rope after it had been placed on the lorry.

Driver to Blame.

His Lordship: It is impossible for the gramophone and coolie to be thrown out if the lorry was being driven with proper care.

After a submission by Mr. Denny that negligence had not been proved, his Lordship observed that he was satisfied there was negligence.

Mr. C. S. Rosset, Secretary of the Hong Kong Amusements, Ltd., who was called to give evidence of ownership of the damaged property, said that the gramophone belonged to his Company. It was stored in premises of the Theatre Equipments, Ltd., who were in charge of all stocks and accessories belonging to the Hong Kong Amusements, Ltd.

In answer to Mr. Denny's witness said that the Hong Kong Amusements, Ltd., did not make any contract with the carrier, and they did not know anything about the damage to the gramophone until after the accident. Witness explained that although the Theatre Equipments, Ltd., who arranged the transport, were a separate company, they were the agents of the Hong Kong Amusements, Ltd.

Mr. Denny submitted that the action was wrong in that the plaintiffs could not be the Hong Kong Amusements, Ltd., as the defendants had never entered into a contract with them for transportation of the machine.

His Lordship held that the negligence of the defendants' driver and reserved his judgment.

A LOOSE TRIGGER.

SHOOTING ACCIDENT ON S.S. SHANTUNG.

RECOMMENDATIONS BY THE JURY REGARDING SHIP'S ARMS.

The inquiry into the death of a Chinese cook who was killed as a result of being hit by a bullet discharged accidentally by Mr. E. G. Long, second officer of the S.S. Shantung on August 6, was concluded at Central Magistracy yesterday when the jury returned a verdict of "Death by Misadventure."

Mr. W. Schofield sat as Coroner, and was assisted by a jury presided over by Mr. A. G. Hewitt.

When the inquiry was resumed, Mr. Long went into the witness box, where he stated that he was second officer on the S.S. Shantung at the time of the accident. He was now on the S.S. Scotchman.

On August 6, the vessel arrived in Hong Kong early in the morning and at about 4.30 p.m. the Water Police boarded her to inspect the ship's arms as well as those of the Russian guards. He told the guards to get their arms ready and then went to do the same with the ship's arms. As he knew his rifle was loaded, he decided to unload it before giving it up for inspection. He had taken three cartridges out when the fourth went off. He was so taken aback for a few moments that he did not quite realise what had happened. He then decided not to touch the rifle again and it was then that he saw a hole through the floor which he gathered had been caused by the bullet.

Somebody Hurt.

Continuing, Mr. Long said that soon after the steward came to his cabin and said that somebody was hurt downstairs. He went along with him and found the cook injured. After he gave up the rifle to the police officer (who took it away later), he went to the hospital with the cook. Witness added that he was holding his rifle at an angle of about 45 degrees when it went off.

Inspector Elston: Did you know the cook was in the alleyway when you were unloading the rifle?—No.

Have you ever unloaded this rifle before?—No.

Have you a vast experience with firearms?—No.

Before you unloaded the rifle, did it occur to you what would happen if it went off?—Yes.

What occurred to you?—Well, I thought it was necessary to take every precaution.

So you pointed it the way you thought it would do the least damage if it did go off?—Yes.

Why did the steward come to you when the cook was shot?—Because I was the officer on duty and also because it was in charge of the first aid kit.

To whom does the rifle belong?—To the owners of the ship.

(Continued on next column.)

HONG KONG POLICE RESERVE.

(ORDERS ISSUED BY THE HON. MR. E. D. C. WOLFE, C.M.G., INSPECTOR-GENERAL OF POLICE.)

General.

Revolver Practice.—The regular weekly revolver practices held at the Bowen Road Revolver Range will be discontinued until further notice. There will, therefore, be no revolver practice to-day.

Chinese Company.

Promotion.—Lance-Sergeant R13 David F. W. Loie has been appointed Crown-Sergeant with effect from August 28.

Strength.—Crown-Sergeant R7 Ng Kai Wing has been permitted to resign with effect from August 28.

Indian Company.

Strength.—The following members of the Indian Company have been struck off the strength with effect from August 29:—Constables R1300 Amar Das, R246 U. T. Thad and R248 Rangin Shah.

Training Course.—Members of the Indian Company, who have not passed Part II of Training Course, should attend the weekly classes at the Chinese Company's Headquarters, at 17, Queen's Road Central, on Thursday, September 10, at 5.30 p.m.

Inspection Parade.—All ranks of the Indian Company will parade at Police Headquarters on Wednesday, September 16, for a general inspection of equipment, etc., by the Company Commander. Fall in at 5.30 p.m. Dress: White uniform, cap with white cover, belt, truncheon, whistle, armband and badge. "Pocket Policeman" and notebook to be carried. Those not in possession of uniform will attend in mufti. No member may be absent from this parade without leave from the Company Commander. The Equipment Officer will make it a point of being present.

Sharpshooters' Company.

Revolver Practice.—Classification tests will be carried out on the Kennedy Road Range to-day at 5.15 p.m. Members will assemble on at the Range at that time when bells, holsters and revolvers. Uniform optional.

(Sgd.) D. L. KING,
D.S.P. (R.)

BLUEJACKET FOUND DEAD.

GRIM DISCOVERY IN KOWLOON FLAT.

The body of Able Seaman R. Hall of H.M.S. Seraph was found hanging in the kitchen of 38, Hal-shong Road, by his companions on Monday afternoon.

It is understood that Hall had rented the flat and had usually spent his time there when on shore leave. Early yesterday afternoon some comrades paid him a visit and, finding the front part of his premises empty, they went to the kitchen where they found the body of Hall.

It is believed to be a case of suicide. The body was removed to the Royal Naval Hospital yesterday for a post mortem examination.

A DOCTOR'S WAY WITH INDIGESTION.

The wife of a well-known London physician became a sufferer from digestive disorder, and, naturally enough, she asked her husband for a remedy. The doctor made her up some medicine of the kind usually given to mild cases, but it failed, so, without more ado, he prescribed "Bismarck" Magnesia, and to the medical man. From the first dose all trace of discomfort vanished, and the one-time sufferer could eat anything she fancied with relish and minus any fear of after-effects. More than that, her complexion improved wonderfully, together with her general health, and, as may be surmised, the doctor is now one of the army of enthusiastic medical men who praise "Bismarck" Magnesia and recommend it in cases of stomach trouble. (This preparation is readily obtainable at any chemist's, and any reader who is in need of a real remedy for indigestion, dyspepsia, gastritis or other such stomach trouble should get a package without delay.)

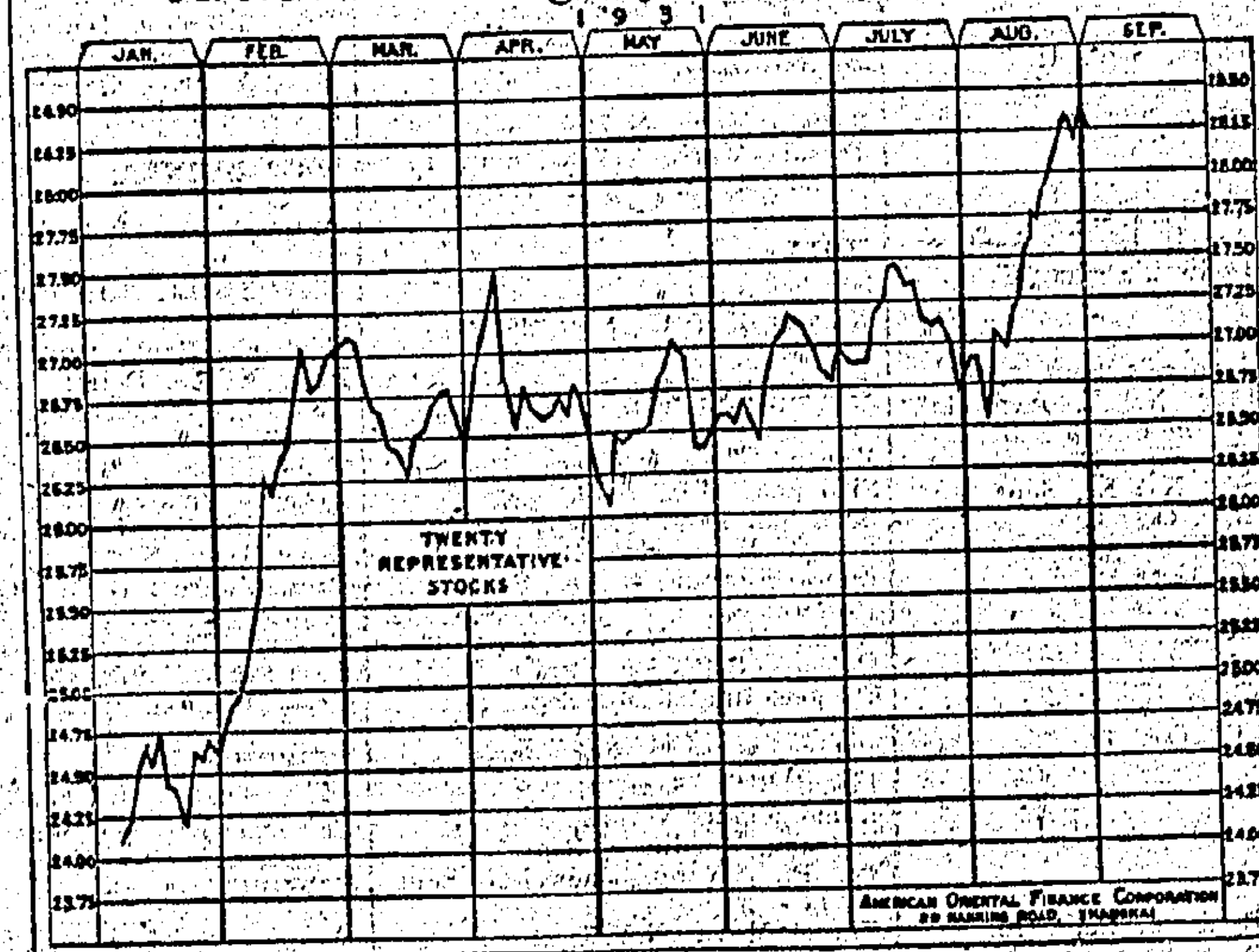
ALWAYS COMFORTABLY COOL
COMING SOON



El Brendel & Flin Dorsey
"Mr. Lemon of Orange"
A Fox Picture

KING'S

A.O.F.C. Average of Shanghai Stocks



COMMENT ON A.O.F.C. AVERAGE.

Some irregularities developed in the Shanghai Market last week, but stocks broke still further into new high ground for the year on Monday according to the measurement of the market afforded by the A.O.F.C. Average. An upward trend is still apparent with the average at 23.00 a week ago and at 26.27 this Tuesday.

For one month now, the A.O.F.C. Average has been graphically showing the spirited rise of the Shanghai market. Financial people in becoming familiar with the Average have become interested in the twenty representative stocks.

In announcing the stocks, the fact is emphasized that it is proposed to maintain the representative feature of the A.O.F.C. Average. Originally the Average was intended to reflect broadly the economic activity of Shanghai. Substitutions are contemplated from time to time in order to assure an adequate representation of the economic activity of Shanghai. The stocks that now make up the Average are named below under group headings that are official with the Shanghai Stock Exchange.

Two Banks and Loans:
America's Oriental Finance, "B." International Investment Trust.
One Insurance:
American Asiatic Underwriters (Ord.).

Three Lands:
Asia Realty "B."
Onlay Land.
Shanghai Land Investment.
Two Docks, Wharves, Transport:
New Engineering & Shipbuilding.
Shanghai Dock & Engineering.
Two Utilities:
China General Omnibus Company.
Trams (Deare).
Two Cottons:
Ewo Cotton Mills (Ord.).
Shanghai Cotton Mill Co.
Six Miscellaneous:
Auto Palace Co.
Goldbelly, McGregor & Co.
Chinese Engineering and Mining Co. (Kaiyung).
General Forge Products, Ltd.
Kelly & Walsh, Ltd.
Office Appliances, Ltd.
Two Plantations:
Anglo Java Plantations.
Tanjah Merah Estates.

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IN SOUND ADVERTISING.

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STAG-HUNTING
SCENE.DEMONSTRATION AT A
MEET.

BANNERS TRODDEN IN MUD.

Banners were trampled in the mud and pamphlets were scattered from demonstrators and torn up during an exciting scene at Cloutsham, Devon, when supporters of the League for the Prohibition of Cruel Sports attempted to hold a meeting at the opening meet of the Devon and Somerset Staghounds.

About thirty members of the League assembled at Cloutsham, including Mr. J. C. Sharpe, the secretary, and Mrs. Walker King, widow of a former well-known follower of staghounds.

Sir Francis Acland, to whom the land at Cloutsham belongs, had previously warned the League that they must not demonstrate there. Accordingly the gathering took place on the road nearby, where banners were displayed with such slogans as "See that your M.P. supports the Bill against staghunting," "Abolish the shameful sport of staghunting," "Fly the game. Staghunting is not cricket." There was also an attempt to distribute leaflets.

Temper Flare.

For a while the demonstrators attempted to speak were treated good-humouredly by a great crowd, but presently tempers began to rise. A farmer's wife rushed out and said: "You are cheating us out of our living." A farmer shouted: "If you don't like hunting, clear out and don't interfere with us." Similar exclamations came from many others. Then another farmer's wife dashed up, seized a banner from a woman, tore it to pieces and trod it in the mud. Her lead was followed by others, and soon all the banners were torn to fragments and the literature was scattered.

Farmers on horseback rode to and fro jostling the demonstrators, and at last they were conducted by the police to their motor-coach, which was a mile away, the crowd following them all the way.

The police took the names of some anti-hunting demonstrators who tried to continue to speak.

Photographer Defeated.

When the demonstrators reached their motor-coach a woman tried to take a photograph of the supporters of hunting. A mounted man ran her horse towards her. She then went inside the coach and made another attempt, which was prevented by a screen of hats and caps.

During the meet, officials of the British Field Sports Association, which has been formed to combat the anti-hunting movement, registered over 500 new members. Lieutenant-Colonel W. W. Wiggin, Master of the Devon and Somerset Staghounds, afterwards stated: "We desire peace and quietness."

"To that end the Hunt Committee had previously expressed the view that all followers of the Hunt should not in any way interfere with the activities of demonstrators. The Hunt had arranged for extra police, and matters were left entirely in their hands."

There was no hunting, as Exmoor was enveloped in dense fog.

CRUISER CHAMPION TO BE
MET.DICK CORBETT GETS
MATCH WITH BALDOCK.

London, August 12.—The cruiser-weight boxing class has sadly lacked distinction since the day when Dick Smith held the title, but some interest is attached to the decision of Len Harvey, the middle-weight champion of England, to go into the higher division and meet Harry Crossley, the champion. Harvey has no opposition worthy of notice amongst contemporary middle-weights, and his latest decision has the approval of the British Boxing Board of Control.

Crossley is a North-country man who since winning the championship a few years ago has not been seriously troubled. Harvey has almost a difficulty in making the complete middle-weight of 11st. 12lb. He carries a more formidable punch than Crossley, and if he can only build himself up to something nearer poundage equality with the Yorkshireman he should make a dangerous challenger for the title. Promoters are invited to make offers for this match, which does not, however, necessarily imply that Harvey has abandoned his ambitions in connection with the world's middle-weight championship.

Teddy Baldock and Dick Corbett agreed to meet each other on the 15-round course at the Clapton greyhound track on Monday, August 31. They will be opposed at the 9st. limit, so that the ban-tam-weight title does not come in to question. Corbett was anxious to get Baldock into the ring at 8st. 12lb., but the old Poplar boxer has wisely decided not to risk a weight reduction that might affect his form in a bantam contest.

(Continued at foot of next column.)

DOCTORS DISCUSS
SWEEPSTAKES."THE GOOD NAME OF
THE B.M.A."

HOSPITAL FUNDS.

The question of sweepstakes and the attitude of medical men towards them was the subject of two debates at the annual representative meeting of the British Medical Association at Eastbourne.

Discussion arose on two points, the financing of voluntary hospitals by sweepstakes, and whether the Association could officially countenance the holding of sweepstakes for medical charities. In each case the closure was applied by a motion to proceed to the next business.

Dr. J. S. Manson, of Warrington, moved to add to the rules of the Association's hospital policy the words: "The Association does not consider that the contributions from the proceeds of lotteries and sweepstakes are charitable contributions and believes that such methods of financing voluntary hospitals are derogatory to their prestige and to the dignity of their medical and nursing staffs."

"Are we prepared," he asked, "to cure physical disease and foster moral disease?"

Mr. N. Bignon Harman, treasurer, moved an amendment to substitute the following: "That this Association considers that the financing of voluntary hospitals from the proceeds of lotteries or sweepstakes is in the long run injurious to their financial stability and that therefore it should be discontinued."

Grant Discontinued.

"A colleague of mine," he continued, "a member of the staff of a Dublin hospital, told me that his hospital was allotted £30,000 from one of the recent sweepstakes. The hospital authorities 'licked their chops' and asked for more. But by the next post they heard from a local authority that they saw no reason to continue their yearly grant of £1,500."

A resolution to proceed to the next business was carried. Attention was drawn to the decision of the Council of the Association declining to approve a suggested medical charities subscription fund to be run in the name of the Association.

Mr. E. Ward, of Torquay, moved an amendment that complete discretion be allowed to branches of the Association in regard to the methods they proposed to adopt in order to assist medical charities.

"Each year," he said, "we hear eloquent speeches for charity, but alas, almost always in vain. Pitiful sums are collected and miserable pittance doled out to our brothers incapacitated by illness and to widows and orphans. We in Torquay have tried dances, which yielded from £10 to £15. Then we tried a Derby sweepstake and that resulted in £350."

"Are sweepstakes more immoral than dances? What does Gibbon say? He says: 'Luxurious entertainments and invidious spectacles and midnight dances present at once a temptation and an opportunity to feminine frailty.' (Laughter.)"

"We in Torquay see no harm in a sweepstake. Have we been badly brought up or is our moral sense warped by disease? I do not know."

Council's Attitude.

Dr. H. B. Brackenbury, Chairman of the Council, said that as long as there was a minority or a majority of members of the B.M.A. feeling strongly that certain methods were indefensible, the Council felt that the Association could not officially countenance such methods.

Sir Robert Bolam (Newcastle) asked now far they were going to use the good name of the B.M.A. for anything which might bring in money for medical charity.

"If, for instance, Mr. Ward saw a suitable market he might place upon it a super-burglar's jenny, which would have a large sale among the criminal classes; stamped with the name of the B.M.A. Again, instead of having a well-known nursery article stamped 'B.M.A.' I would rather have it called 'Ernest Ward's Dumb Test.'"

"It is possible under the amendment to allow the name of the B.M.A. to be used for all sorts of absurd things provided there is money in them for our charities."

On the motion of Sir Robert, the meeting passed to the next business, and the Torquay amendment was dropped.

The meeting adopted the report of the Charities Committee.

The British Boxing Board of Control with a view to protection of the home boxers, have decided that in future all alien fighters must take out one of their licences before they will be permitted to box in this country. That is a move in the right direction.

Twenty of the world's best middle-weights, including Len Harvey, have been invited to take part in an elimination tournament to find a successor to Mickey Walker by the Wisconsin Boxing Commission.

ADVERTISED SAILINGS FROM HONG KONG

ADEN.

Gange, Dodwell's, Sept. 9.
Cathay, P. & O., Sept. 12.
Sphinx, M.M., Sept. 13.
Scudan, P. & O., Sept. 19.
Terukuni Maru, N.Y.K., Sept. 19.
Col. di Lana, Dodwell's, Sept. 27.
Porthos, M.M., Sept. 29.
Cracovia, Dodwell's, Oct. 4.
Chenonceaux, M.M., Oct. 13.

ALEXANDRIA.

Pres. Filmore, Dollar, Sept. 20.
Pres. Monroe, Dollar, Oct. 4.

AMOI.

Taiyuan, B. & S., Sept. 9.
Haiching, Douglas, Sept. 11.
Sirdhana, B.I., Sept. 11.
Anshun, B. & S., Sept. 13.
Haining, Douglas, Sept. 15.
Tjisadane, J.C.J.L., Sept. 17.
Tainan, B. & S., Sept. 17.
Kusan, Jardine's, Sept. 18.
Tjikarang, J.C.J.L., Sept. 23.
Loang, Jardine's, Sept. 25.
Tilawa, B.I., Sept. 25.
Tjinegara, J.C.J.L., Oct. 1.
Tjensang, Jardine's, Oct. 7.
Santika, B.I., Oct. 9.

ANTWERP.

Annam, Mannors, Sept. 9.
Scudan, P. & O., Sept. 19.
Terukuni Maru, N.Y.K., Sept. 19.
Kalyan, P. & O., Sept. 23.
Danmark, Mannors, Sept. 29.
Hakusan Maru, N.Y.K., Oct. 3.

AUSTRALIAN PORTS.

Taiping, B. & S., Sept. 15.
Kamo Maru, N.Y.K., Sept. 22.
Atsuta Maru, N.Y.K., Sept. 29.
Nankin, E. & A., Oct. 2.

BALTI PORTS.

Annam, Mannors, Sept. 9.
Danmark, Mannors, Sept. 29.

BALTIMORE.

Taybank, Bank, Sept. 9.
Menestheus, B.F., Oct. 5.

BANGKOK.

Kingsu, B. & S., Sept. 13.
Scudan, P. & O., Sept. 19.

BARCELONA.

Fulda, Melchers, Sept. 19.

BELOWAN-DELL.

Van Heuts, J.C.J.L., Sept. 10.

BOMBAY.

Gange, Dodwell's, Sept. 9.
Kaga Maru, N.Y.K., Sept. 11.
Cathay, P. & O., Sept. 12.
Yamagata Maru, N.Y.K., Sept. 14.
Garbeta, P. & O., Sept. 16.
Col. di Lana, Dodwell's, Sept. 27.
Cracovia, Dodwell's, Oct. 4.
Mirzapore, P. & O., Oct. 6.

BOSTON.

Taybank, Bank, Sept. 9.
Tai Ping Yang, Dodwell's, Sept. 18.
Pres. Filmore, Dollar, Sept. 20.
Siamese Prince, Furness, Sept. 22.
Toba Maru, N.Y.K., Sept. 29.
Pres. Monroe, Dollar, Oct. 4.
Menestheus, B.F., Oct. 5.
Malayan Prince, Furness, Oct. 6.
Tweedbank, Bank, Oct. 7.

BREMEN.

Saale, Melchers, Sept. 11.
Fulda, Melchers, Sept. 19.
Trave, Melchers, Oct. 6.

BRINDISI.

Gange, Dodwell's, Sept. 9.
Col. di Lana, Dodwell's, Sept. 27.
Cracovia, Dodwell's, Oct. 4.

CALCUTTA.

Kusan, Jardine's, Sept. 9.
Calcutta Maru, N.Y.K., Sept. 15.
Kusan, Jardine's, Sept. 21.
Takada, B.I., Sept. 23.
Penang Maru, N.Y.K., Sept. 29.
Sirdhana, B.I., Oct. 4.
Kusan, Jardine's, Oct. 6.
Tilawa, B.I., Oct. 14.

CASABLANCA.

Mencaus, B.F., Sept. 15.
Kalyan, P. & O., Sept. 23.
Perseus, B.F., Oct. 13.

CEBU.

Menestheus, B.F., Oct. 5.

CHEFOO.

Huichow, B. & S., Sept. 10.
Kanchow, B. & S., Sept. 10.
Cheongshing, Jardine's, Sept. 13.
Chiphing, Jardine's, Sept. 27.
Kueichow, B. & S., Sept. 29.

COLOMBO.

Gange, Dodwell's, Sept. 9.
Kaga Maru, N.Y.K., Sept. 11.
Cathay, P. & O., Sept. 12.
Yamagata Maru, N.Y.K., Sept. 14.
Sphinx, M.M., Sept. 15.
Garbeta, P. & O., Sept. 16.
Terukuni Maru, N.Y.K., Sept. 19.
Pres. Filmore, Dollar, Sept. 20.
Col. di Lana, Dodwell's, Sept. 27.
Aeneas, B.F., Sept. 29.
Porthos, M.M., Sept. 29.
Hakusan Maru, N.Y.K., Oct. 3.
Cracovia, Dodwell's, Oct. 4.
Pres. Monroe, Dollar, Oct. 4.
Mirzapore, P. & O., Oct. 6.
Chenonceaux, M.M., Oct. 13.

COPENHAGEN.

Annam, Mannors, Sept. 9.
Danmark, Mannors, Sept. 29.

DALNY.

Chinhua, B. & S., Sept. 14.
Surpdeon, B.F., Sept. 15.

DUTCH PORTS.

Annam, Mannors, Sept. 9.
Saale, Melchers, Sept. 11.
Mencaus, B.F., Sept. 15.
Fulda, Melchers, Sept. 19.
Scudan, P. & O., Sept. 19.
Terukuni Maru, N.Y.K., Sept. 19.
Kalyan, P. & O., Sept. 23.
Shantung, Gilman's, Sept. 27.
Aeneas, B.F., Sept. 29.
Danmark, Mannors, Sept. 29.
Hakusan Maru, N.Y.K., Oct. 3.
Vogland, Jensen, Oct. 4.
Trave, Melchers, Oct. 6.
Perseus, B.F., Oct. 13.

FOOCHOW.

Huichow, B. & S., Sept. 10.
Haiching, Douglas, Sept. 11.
Haining, Douglas, Sept. 15.
Chiphing, Jardine's, Sept. 27.
Cheongshing, Jardine's, Sept. 27.
Kueichow, B. & S., Sept. 29.

GENOA.

Gange, Dodwell's, Sept. 9.
Bellerophon, B.F., Sept. 10.
Lyons Maru, N.Y.K., Sept. 13.
Fulda, Melchers, Sept. 19.
Pres. Filmore, Dollar, Sept. 20.
Col. di Lana, Dodwell's, Sept. 27.
Shantung, Gilman's, Sept. 27.
Cracovia, Dodwell's, Oct. 4.
Pres. Monroe, Dollar, Oct. 4.
Vogland, Jensen, Oct. 4.

GIBRALTAR.

Cathay, P. & O., Sept. 12.
Terukuni Maru, N.Y.K., Sept. 19.

GLASGOW.

Bellerophon, B.F., Sept. 10.
Ningchow, B.F., Sept. 25.
Aeneas, B.F., Sept. 29.
Asphalion, B.F., Oct. 11.

GOTHENBURG.

Shantung, Gilman's, Sept. 27.

HAIPHONG AND HOIHOW.

Kuingchow, B. & S., Sept. 11.
Kinyuan, B. & S., Sept. 25.

HAMBURG.

Annam, Mannors, Sept. 9.
Saale, Melchers, Sept. 11.
Mencaus, B.F., Sept. 15.
Fulda, Melchers, Sept. 19.
Scudan, P. & O., Sept. 19.
Terukuni Maru, N.Y.K., Sept. 19.
Shantung, Gilman's, Sept. 27.
Danmark, Mannors, Sept. 29.
Vogland, Jensen, Oct. 4.
Trave, Melchers, Oct. 6.
Perseus, B.F., Oct. 13.

HANKOW.

Bellerophon, B.F., Sept. 10.
Scudan, P. & O., Sept. 19.
Ningchow, B.F., Sept. 25.
Asphalion, B.F., Oct. 11.

HONOLULU.

Bokuyo Maru, N.Y.K., Sept. 12.
Tatsuta Maru, N.Y.K., Sept. 13.
Asama Maru, N.Y.K., Sept. 30.

HULL.

Kalyan, P. & O., Sept. 23.

JAPAN PORTS.

Mantua, P. & O., Sept. 11.
Sirdhana, B.I., Sept. 11.
Burdwan, P. & O., Sept. 12.
Bokuyo Maru, N.Y.K., Sept. 12.
Emp. of Japan, C.P.S., Sept. 12.
Pembroke, Jardine's, Sept. 12.
Asuka Maru, N.Y.K., Sept. 13.
Calcha, B.F., Sept. 14.
Chenonceaux, M.M., Sept. 15.
Duisburg, Jensen, Sept. 16.
Tatsuta Maru, N.Y.K., Sept. 16.
Ixion, B.F., Sept. 17.
Kamo Maru, N.Y.K., Sept. 15.
Kuteang, Jardine's, Sept. 15.
Tai Ping Yang, Dodwell's, Sept. 18.

Katori Maru, N.Y.K., Sept. 19.
Moncalieri, Dodwell's, Sept. 21.
Gaelic Star, Sept. 22.
Tokushima Maru, N.Y.K., Sept. 24.
Emp. of Asia, C.P.S., Sept. 25.
Kashmir, P. & O., Sept. 25.
Tilawa, B.I., Sept. 25.
Athos II, M.M., Sept. 29.
Elpenor, B.F., Sept. 29.
Asama Maru, N.Y.K., Sept. 30.
Havelland, Jensen, Sept. 30.
Pyrrhus, B.F., Sept. 30.
Havel, Melchers, Oct. 2.
Glaucus, B.F., Oct. 5.
Nellore, E. & A., Oct. 5.
Canton, Gilman's, Oct. 6.
Hikawa Maru, N.Y.K., Oct. 6.
Yensang, Jardine's, Oct. 7.
Glenflier, Jardine's, Oct. 9.
Santika, B.I., Oct. 9.
Emp. of Canada, C.P.S., Oct. 10.
Naldora, P. & O., Oct. 10.
Sunderland, Jensen, Oct. 11.
Achilles, B.F., Oct. 12.
D'Artagnan, M.M., Oct. 13.
Nelson, B.F., Oct. 13.

Kanchow, B. & S., Sept. 10.

Kanchow, B. & S., Sept. 25.

Tai Ping Yang, Dodwell's, Sept. 18.

Pres. Filmore, Dollar, Sept. 20.

Siamese Prince, Furness, Sept. 22.

Toba Maru, N.Y.K., Sept. 29.

Pres. Monroe, Dollar, Oct. 4.

Malayan Prince, Furness, Oct. 6.

Tweedbank, Bank, Oct. 7.

Pres. Jackson, A.M.L., Oct. 13.

NEW ORLEANS.

Chinhua, B. & S., Sept. 14.

Kanchow, B. & S., Sept. 10.

Kanchow, B. & S., Sept. 25.

Tai Ping Yang, Dodwell's, Sept. 18.

Pres. Filmore, Dollar, Sept. 20.

Siamese Prince, Furness, Sept. 22.

Toba Maru, N.Y.K., Sept. 29.

Pres. Monroe, Dollar, Oct. 4.

Malayan Prince, Furness, Oct. 6.

JAVA PORTS.

Tjikembang, J.C.J.L., Sept. 15.
Tjilebot, J.C.J.L., Sept. 22.
Tjisadane, J.C.J.L., Sept. 29.
Tjinegara, J.C.J.L., Oct. 6.
Tjinegara, J.C.J.L., Oct. 13.

LISBON.

Fulda, Melchers, Sept. 19.

LIVERPOOL.

Bellerophon, B.F., Sept. 10.
Lyons Maru, N.Y.K., Sept. 13.
Ningchow, B.F., Sept. 25.
Asphalion, B.F., Oct. 11.

LONDON.

Gange, Dodwell's, Sept. 9.
Saale, Melchers, Sept. 11.
Cathay, P. & O., Sept. 12.
Mencaus, B.F., Sept. 15.
Scudan, P. & O., Sept. 19.
Terukuni Maru, N.Y.K., Sept. 19.
Kalyan, P. & O., Sept. 23.
Col. di Lana, Dodwell's, Sept. 27.
Aeneas, B.F., Sept. 29.
Hakusan Maru, N.Y.K., Oct. 3.
Cracovia, Dodwell's, Oct. 4.
Trave, Melchers, Oct. 6.
Perseus, B.F., Oct. 13.

LOS ANGELES.

Bokuyo Maru, N.Y.K., Sept. 12.
Pres. Wilson, Dollar, Sept. 15.
Tatsuta Maru, N.Y.K., Sept. 16.
Tai Ping Yang, Dodwell's, Sept. 18.
Pres. Hoover, Dollar, Sept. 20.
Pres. Jackson, A.M.L., Oct. 13.

MANILA.

Bellerophon, B.F., Sept. 10.
Pres. Taft, Dollar, Sept. 12.
Taiping, B. & S., Sept. 15.
Tjikembang, J.C.J.L., Sept. 15.
Emp. of Asia, C.P.S., Sept. 17.
Fulda, Melchers, Sept. 19.
Shingyo Maru, N.Y.K., Sept. 19.
Pres. Filmore, Dollar, Sept. 20.
Kamo Maru, N.Y.K., Sept. 22.
Atsuta Maru, N.Y.K., Sept. 23.
Pres. Jefferson, A.M.L., Sept. 23.
Shantung, Gilman's, Sept. 27.
Tjisadane, J.C.J.L., Sept. 27.
Emp. of Canada, C.P.S., Oct. 2.
Nankin, E. & A., Oct. 2.
Pres. Monroe, Dollar, Oct. 4.
Menestheus, B.F., Oct. 5.
Pres. Madison, A.M.L., Oct. 10.
Tjinegara, J.C.J.L., Oct. 13.

MARSEILLES.

Saale, Melchers, Sept. 9.
Cathay, P. & O., Sept. 12.
Lyons Maru, N.Y.K., Sept. 13.
Mencaus, B.F., Sept. 15.
Sphinx, M.M., Sept. 15.
Scudan, P. & O., Sept. 19.
Terukuni Maru, N.Y.K., Sept. 19.
Pres. Filmore, Dollar, Sept. 20.
Hakusan Maru, N.Y.K., Oct. 3.
Pres. Monroe, Dollar, Oct. 4.
Trave, Melchers, Oct. 6.
Perseus, B.F., Oct. 13.

NAPLES.

Terukuni Maru, N.Y.K., Sept. 19.
Pres. Filmore, Dollar, Sept. 20.
Siamese Prince, Furness, Sept. 22.
Pres. Monroe, Dollar, Oct. 4.
Malayan Prince, Furness, Oct. 6.

NEW GUINEA.

Bremershaven, Melchers, Oct. 10.

NEW YORK, BOSTON, etc.

Taybank, Bank, Sept. 9.
Pres. Wilson, Dollar, Sept. 15.
Tai Ping Yang, Dodwell's, Sept. 18.
Pres. Filmore, Dollar, Sept. 20.
Siamese Prince, Furness, Sept. 22.
Pres. Hoover, Dollar, Sept. 22.
Toba Maru, N.Y.K., Sept. 29.
Pres. Monroe, Dollar, Oct. 4.
Malayan Prince, Furness, Oct. 6.
Tweedbank, Bank, Oct. 7.
Pres. Jackson, A.M.L., Oct. 13.

NEWORLEANS.

Chinhua, B. & S., Sept. 14.

NINGPO.

Kanchow, B. & S., Sept. 10.

NORTH CHINA PORTS.

Asuka Maru, N.Y.K., Sept. 13.
Sarpedon, B.F., Sept. 18.
Trier, Melchers, Sept. 23.
Havel, Melchers, Oct. 2.

ORAN.

Saale, Melchers, Sept. 11.
Shantung, Gilman's, Sept. 27.
Trave, Melchers, Oct. 6.

CHINA NAVIGATION COMPANY, LIMITED.

Amoy & Shanghai	"TAIYUAN"	On 9th Sept. 5 p.m.
Foochow, Wenzhou, Ningbo & Tientsin	"HUICHOW"	On 10th Sept. 8 p.m.
Ningbo, Shanghai, Amoy & Tientsin	"KANGHOU"	On 10th Sept. 8 p.m.
Hongkong, Amoy & Haikow	"KINGGOHOU"	On 11th Sept. Noon
Swatow & Shanghai	"KINGYUAN"	On 11th Sept. 3 p.m.
Amoy, Swatow & Singapore	"AMSHUN"	On 13th Sept. 8 a.m.
Swatow, Shanghai & Tientsin	"SANGHAI"	On 13th Sept. 3 p.m.
Swatow & Bangkok	"KIANGSU"	On 13th Sept. 4 p.m.
Shanghai, Newchwang & Dalny	"CHINHUA"	On 14th Sept. 5 p.m.
Swatow, Shanghai & Tientsin	"SOOCHOW"	On 15th Sept. 3 p.m.
Amoy & Shanghai	"TSINAN"	On 17th Sept. Noon
Hongkong, Amoy & Haikow	"KINGYUAN"	On 25th Sept. Noon
Swatow, Foochow, Wenzhou, Ningbo & Tientsin	"KUBICHOW"	On 25th Sept. 3 p.m.

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(Australian Newspaper on 24)

STEAMER	Days Hong Kong	Days Hong Kong	Days Hong Kong	Days Hong Kong
TAIPING	In Port	15th Sept.	15th Sept.	4th Oct.
CHANGTE	8th Oct.	20th Oct.	23rd Oct.	8th Nov.
TAIPING	6th Nov.	17th Nov.	20th Nov.	6th Dec.
CHANGTE	11th Dec.	18th Dec.	21st Dec.	6th Jan.

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M.S. "Annam"	—	8th September
M.S. "Danmark"	—	28th September
M.S. "Java"	1st Oct.	1st Nov.
M.S. "Malaya"	28th Oct.	28th Nov.
M.S. "Africa"	29th Nov.	28th Dec.

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THINK IT OVER.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

SEPTEMBER 7, 1931.											
STATION	Barometer	Thermometer	Wind	Direction	Force	Rain	Sun	Moon	Phase	Time	Remarks
Wladivostok	29.37	75.6	W	1	0	0	0	0	0	0	0
Nomuro	29.35	75.0	SSW	1	0	0	0	0	0	0	0
Hakodate	29.74	75.5	W	2	0	0	0	0	0	0	0
Tokio	29.88	75.0	W	2	0	0	0	0	0	0	0
Kobe	29.76	75.0	W	2	0	0	0	0	0	0	0
Nagasaki	29.78	75.5	N	1	0	0	0	0	0	0	0
Kagoshima	29.78	75.0	E	1	0	0	0	0	0	0	0
Oshima	29.72	75.0	N	2	0	0	0	0	0	0	0
Naha	29.74	75.5	ENE	1	0	0	0	0	0	0	0
Ishigaki	29.72	75.0	N	1	0	0	0	0	0	0	0
Bonin Island	29.92	75.5	NE	2	0	0	0	0	0	0	0
Chafes	29.83	75.7	SSW	2	0	0	0	0	0	0	0
Shanghai	29.85	75.8	SSW	2	0	0	0	0	0	0	0
Gravel	29.90	75.9	SE	4	0	0	0	0	0	0	0
Wenzhou	29.77	75.1	SE	2	0	0	0	0	0	0	0
Foochow	29.71	75.4	SE	2	0	0	0	0	0	0	0
Amoy	29.73	75.5	W	2	0	0	0	0	0	0	0
Swatow	29.74	75.5	W	2	0	0	0	0	0	0	0
Taihou	29.74	75.4	W	2	0	0	0	0	0	0	0
Taihu	29.77	75.1	SW	2	0	0	0	0	0	0	0
Taiwan	29.76	75.5	SW	2	0	0	0	0	0	0	0
Koshu	29.77	75.1	SW	2	0	0	0	0	0	0	0
Pescadore	29.67	75.6	S	2	0	0	0	0	0	0	0
Kong Kong	29.69	75.1	SW	2	0	0	0	0	0	0	0
Gap Rock	29.68	75.3	SW	2	0	0	0	0	0	0	0
Macao	29.68	75.3	SE	2	0	0	0	0	0	0	0
Holow	29.68	75.3	N	3	0	0	0	0	0	0	0
Prata Island	29.72	75.4	SSW	4	0	0	0	0	0	0	0
Phulien	29.65	75.3	NE	3	0	0	0	0	0	0	0
Touraine	29.67	75.3	SE	2	0	0	0	0	0	0	0
Cape St. James	29.77	75.6	SW	1	0	0	0	0	0	0	0
Besoo	29.69	75.4	WNW	4	0	0	0	0	0	0	0
Aparr	29.71	75.7	N	4	0	0	0	0	0	0	0
Tuguegarao	29.72	75.4	N	0	0	0	0	0	0	0	0
Vigan	29.72	75.4	SW	2	0	0	0	0	0	0	0
Manila	29.74	75.5	W	0	0	0	0	0	0	0	0
Legaspi	29.72	75.0	W	3	0	0	0	0	0	0	0
Calbayog	29.74	75.5	SW	2	0	0	0	0	0	0	0
Isabela	29.73	75.4	SE	4	0	0	0	0	0	0	0
Lolo	29.71	75.4	S	2	0	0	0	0	0	0	0
Cebu	29.71	75.4	SE	2	0	0	0	0	0	0	0
Surigao	29.72	75.4	NW	2	0	0	0	0	0	0	0
Salpian	11.00	—	—	—	—	—	—	—	—	—	—
Guam	12.32	29.76	75.0	6	N	4	4.22	—	—	—	—
Yap	11.00	29.81	75.2	6	S	2	5	29.80	75.0	8	N
Pelaw	—	—	—	—	—	—	—	—	—	—	—
Labuan	14	29.86	75.5	8	N	6	6	29.90	75.4	76	1

September 7d. 16h. 00m.—Warning to Hong Kong, Coast Ports, &c.—Typhoon in Lat. 24° N. Long. 131° E., position uncertain, direction unknown.
September 8d. 10h. 10m.—Warning to Hong Kong, Coast Ports, &c.—Typhoon in Lat. 25° N. Long. 184° E., position uncertain; filling up or curving N.E.
September 8d. 10h. 18m.—The typhoon is more than 300 miles E.S.E. of Naha, filling up or moving N.E. Pressure is low from Coochin China to the lower Yangtze Valley.
Manila warning, 8d. 9h. 45m.—Cyclone or typhoon 6. of Naha filling up. Recd. 8d. 10h. 20m.
Shanghai warning, 7d. 14h. 55m.—Typhoon of unknown intensity within 120 miles of Lat. 22° N. Long. 137° E., moving N.E. Recd. 7d. 15h. 05m.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.03 inch. Total since January 1, 66.17 inches, against an average of 65.43 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON SEPTEMBER 9.
Forecast.
1.—Shanghai to Turnabout: E. winds, moderate; fair generally.
2.—Turnabout to Hong Kong: S. winds, moderate; fair to showery.
3.—Hong Kong to Gap Rock: S.W. or variable winds, moderate; fair to showery.
4.—Hong Kong to Hainan Straits: Light, variable winds, fair to showery.
5.—North China Sea: None.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, September 8.

Barometer	29.85	29.75	29.69
Temperature	85	85	83
Humidity	78	79	80
Wind	W	W	SW
Force	2	2	3
Weather	BC	O	OD
Rain	0.30	0.10	0.18

Highest open-air Temperature, 7.68
Lowest open-air Temperature, 8.81

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

DONT FORGET

THAT WHEN
You are at Home
you can get the
Hong Kong
Daily Press
at SELFRIDGES.

HONG KONG TIDE TABLE.

From September 9 to 15, 1931.

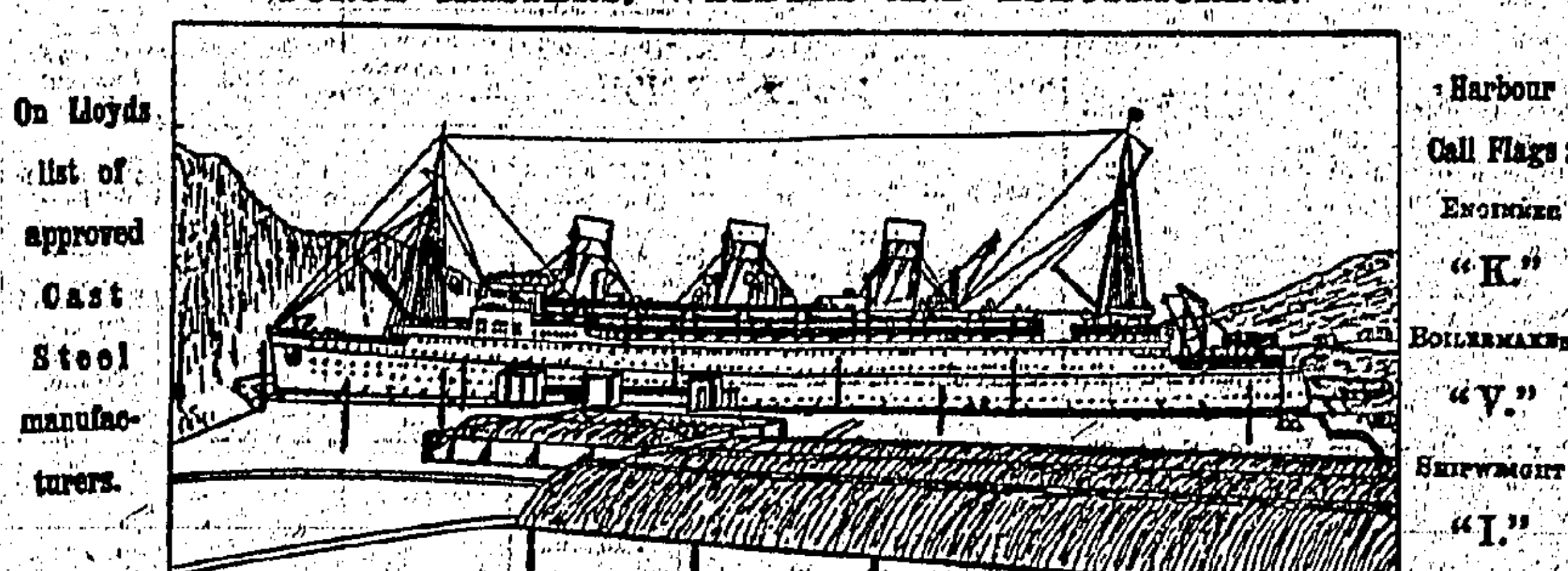
Day of Week	Date	HIGH WATER.		LOW WATER.	
		Hong Kong Standard Time.	Height.	Hong Kong Standard Time.	Height.
Wed.	9	h.m.	h.m.	h.m.	h.m.
		09 11	8.9	18 00	0.9
Thur.	10	21 16	4.5	00 40	3.9
		21 29	4.9	14 20	0.6
Fri.	11	03 15	7.7	01 28	3.4
		21 45	5.2	15 08	0.6
Sat.	12	09 05	7.9	02 36	2.9
		23 10	6.7	15 40	2.4
Sun.	13	09 58	7.7	03 15	2.2
		23 35	6.9	16 15	1.2
Mon.	14	10 41	7.2	04 00	3.0
		23 05	6.1	16 49	1.0
Tues.	15	11 34	6.6	04 50	1.8
		23 36	6.4	17 20	2.2

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R. M. DYER, B.Sc., M.I.N.A., Kowloon Docks, Hong Kong.

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SAILINGS SUBJECT TO ALTERATIONS.

TO	STEAMSHIP	DATE
TRINGTAT & SWATOW & SHANGHAI	"KWAISANG" "DAI KIN" "HOPSAW" "SANDVIEB" "YATSHING"	Wed. 9th Sept. at Noon Sun. 13th Sept. at Noon Wed. 16th Sept. at Noon Sat. 19th Sept. at Noon Wed. 23rd Sept. at Noon
SINGAPORE, PENANG & CALCUTTA	"KUMSANG" "SUISANG" "KUISANG" "HOSANG"	Wed. 9th Sept. at 5 p.m. Mon. 13th Sept. at 5 p.m. Thurs. 16th Sept. at 5 p.m. Sat. 19th Sept. at 5 p.m.
OSAKA & AMOY, SHAL & KOBE	"KURSANG"	Fri. 18th Sept. at 7 a.m.
OSAKA & AMOY & KOBE	"HOSANG" "YUENSANG"	Fri. 25th Sept. at 7 a.m. Wed. 7th Oct. at 7 a.m.
SANDAKAN	"MAUSANG" "YUSANG" "HINSANG"	Wed. 9th Sept. at 3 p.m. Mon. 14th Sept. at Noon Sun. 20th Sept. at 3 p.m.
TIENSIN & SWATOW & FOOCHEW & CHEFOO	"CHONGSHING" "CHISHING"	Fri. 18th Sept. at Noon Sun. 27th Sept. at Noon

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Steamship "PEMBROKESHIRE"	15th September
Steamship "GLENIFFER"	24th October
Motor Vessel "GLENUGHLIN"	22nd October
Motor Vessel "GLENBEG"	6th November

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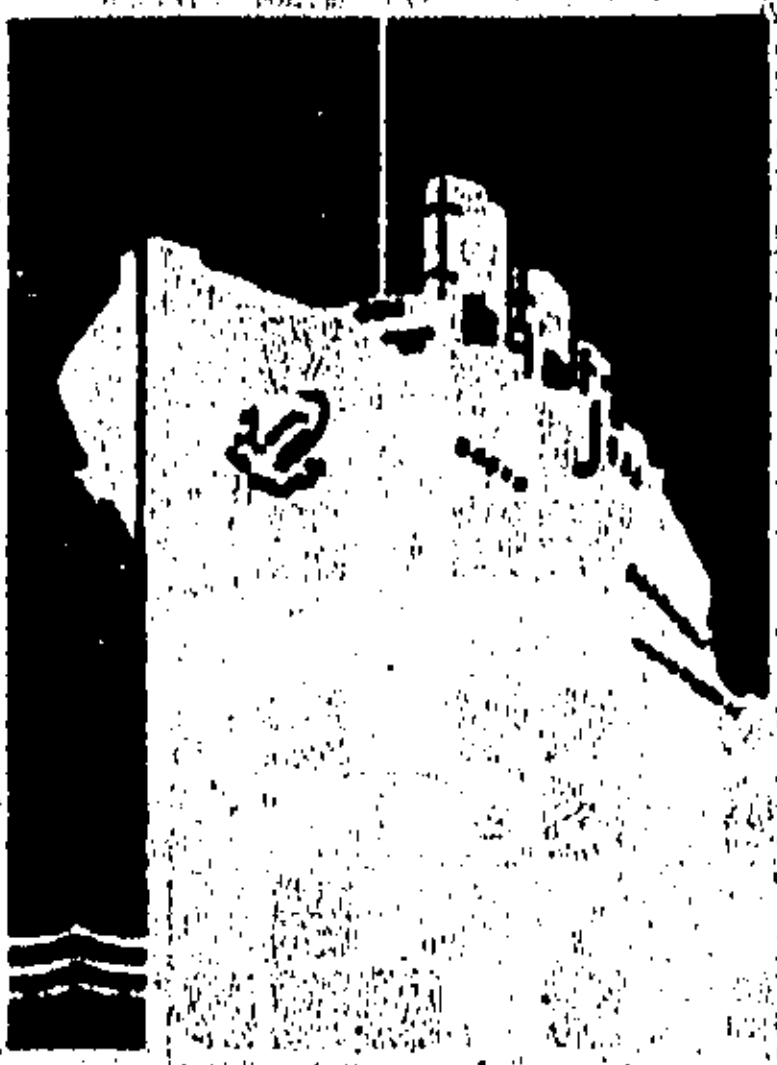
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NEXT SAILINGS TO EUROPE:—

Freight M.S. "Sual"	 departure 11th Sept.
Pass. M.S. "SULDA"	 departure 19th Sept.
Freight M.S. "Trev"	 departure 6th Oct.
Pass. S.S. "TRIER"	 departure 17th Oct.
Freight M.S. "Havel"	 departure 24th Nov.

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and exceptional service throughout.

Ship	From	Leaving	Arriving	Ship	From	Leaving	Arriving
Empress of Japan	Sept. 12	Sept. 15	Sept. 17	Sept. 19	Sept. 27		
Empress of Asia	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12		
Empress of Canada	Oct. 10	Oct. 13	Oct. 15	Oct. 17	Oct. 25		
Empress of Russia	Oct. 20	Oct. 23	Oct. 25	Oct. 27	Nov. 5		
Empress of Japan	Nov. 7	Nov. 10	Nov. 12	Nov. 14	Nov. 22		

Empress of Asia

Sails for
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THURSDAY, 17th September.

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HIKAWA MARU ... Tuesday, 8th Oct.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

TERUKUNI MARU ... Saturday, 19th Sept.

HAKUSAN MARU ... Saturday, 3rd Oct.

SYDNEY & MELBOURNE via Manila & Ports

ATSUTA MARU ... Saturday, 26th Sept.

KAMO MARU ... Saturday, 24th Oct.

BOMBAY via Singapore, Penang & Colombo.

KAGA MARU ... Friday, 11th Sept.

YAMAGATA MARU ... Monday, 14th Sept.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Bokuto Maru ... Saturday, 12th Sept.

NEW YORK, BOSTON via PANAMA.

TOBA MARU ... Tuesday, 29th Sept.

LIVERPOOL via Port Said, Stamboul (Constantinople),

Genoa & Marseilles.

LYONS MARU ... Sunday, 13th Sept.

CALCUTTA via Singapore, Penang & Rangoon.

CALCUTTA MARU ... Tuesday, 15th Sept.

PENANG MARU ... Tuesday, 29th Sept.

SHANGHAI, KOBE & YOKOHAMA.

KAMO MARU (Nagasaki direct) ... Friday, 18th Sept.

KATORI MARU ... Saturday, 19th Sept.

TOKUSHIMA MARU (Kobe direct) ... Thursday, 24th Sept.

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SPHINX ... 16th Sept.

PORTHOS ... 29th Sept.

CERENONBAUX ... 13th Oct.

ATHOS II ... 27th Oct.

D'ARTAGNAN ... 10th Nov.

ANDRE LEBON ... 24th Nov.

FELIX ROUSSEL ... 8th Dec.

G. METZINGER ... 22nd Dec.

To Yokohama via Shanghai and Kobe.

CERENONBAUX ... 16th Sept.

ATHOS II ... 29th Sept.

D'ARTAGNAN ... 13th Oct.

ANDRE LEBON ... 27th Oct.

FELIX ROUSSEL ... 11th Nov.

G. METZINGER ... 25th Nov.

PORTHOS ... 9th Dec.

SPHINX ... 23rd Dec.

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Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 12,979 TONS
THROUGH CARGO
14,019 TONS

The returns, shown at the Har-
bour Office, of vessels carrying cargo
to the Colony during the 24 hours
ended at 9 a.m. yesterday were:—

Ship	From	Through	Ports
British	H.K.	1,449	
Talma, Osaka	83	1,449	
Kingyuan	389	1,321	
Haiphong	1,612		
Canton	—	20	
Sinkiang	—	450	
Kumsang	—	886	
Osaka	—	667	
Seistan	—	900	
Pennang	—	3,770	
American	—	2,601	
Pres. Wilson	—	1,958	
Shanghai	—	1,958	

Norwegian
Daviken, 408 1,787

Corona, 3,179 1,575

Chinwangtao, 1,400 —

Solviken, 1,450 184

Haiphong 1,450 —

Japanese — | 6,437 | 3,528 |

Bengal Maru, 614 3,792

Yokohama, 814 —

Chinese — | 100 | 100 |

Dorry, Canton — —

Total 12,979 14,019

ARRIVALS AND DEPARTURES.

The arrivals and departures dur-
ing the 24 hours ended at 9 a.m.
yesterday were:—

Arr. Dep.

British 7 3

American 1 1

Norwegian 4 2

Japanese 1 6

Chinese 2 2

Total 15 14

WARSHIPS IN PORT.

The following warships were in
port yesterday:—

Basin.—Tamar.

North Wall.—Oswald, Storm-
cloud, Cicada.

East Wall.—Phoenix.

West Wall.—Cornflower.

Dock.—Serapis, Seraph, Sterling.

Foreign Men of War.—French
sloop Regulus and gunboat Argus,
U.S. gunboat Mindanao.

SHIPS IN HARBOUR.

The following merchant vessels
were in harbour yesterday:—

Wharves:—Kowloon: Bengal
Maru, Osaka Maru, Pres. Wilson,
Kumsang; Holt's Asphaltum;
Osaka Shosen Kaisha; Hoshan
Maru.

Docks:—Kowloon: Japanese Prin-
ce, Linchow, Bokuyo Maru, Foo-
shing, Yei Maru, Michael Jebson;
Taikoo, Scoochow, Hong Kong,
Phenitis, Zuiho Maru, Shun Chih.

Buoys.—A3 Tjimanock, A4 Beller-
ophon, A5 Cananda Maru, A7 Tay-
bank, A11 Tjinalak, A14 Seistan,
A15 Kingyuan, B2 Kwaisang, B3

Huichow, B8 Bintang, B9 Sinkiang,
B10 Tchekam, B15 Kingyuan, B16
Clara Jegosa, B17 Chanan, B19

Ardent, B23 Kine Maru, B25 Hal-
dis, B26 Corona, C1 Hirundo, C2
Kaijagata, C3 Helikon C7 Kitami

Maru.

ASIATIC DECK PASSENGERS.

The following vessels brought
Asiatic deck passengers to the
Colony during the 24 hours ended
at 9 a.m. yesterday:—

Talma (Br.) Osaka 57

Kingyuan (Br.) Haiphong 57

Kumsang (Br.) Bangkok 45

Sinkiang (Br.) Canton 48

Kumsang (Br.) Osaka 94

Seistan (Br.) Penang 135

Daviken (Nor.) Tsingtao 10

Ardent (Nor.) Bangkok 12

Solviken (Nor.) Haiphong 132

Total 1,034

CLEARANCES.

September 8.

Aagtekork, for Colombo.

Asuka Maru, for Keelung.

Bengal Maru, for Singapore.

Canada Maru, for Amoy.

Chenan, for Swatow.

Corona, for Canton.

Daviken, for Canton.

Haiphong, for Swatow.

Helikon, for Saigon.

Kiungchow, for Canton.

Michael Jebson, for Hoikow.

Pres. Wilson, for Manila.

Sinkiang, for Swatow.

Talma, for Singapore.

ARRIVALS.

September 7.

Bengal Maru, Japanese str., 3,331
tons, Capt. H. Kannanichi, from
Sakito, Kowloon Wharf.—
N.Y.K.

Corona, Norwegian str., 1,953 tons,
Capt. O. M. Klette, from Chin-
wangtao, buoy No. B26.—Dod-
well & Co.

Daviken, Norwegian str., 1,778 tons,
Capt. G. Svane, from Swatow,
West Point Wharf.—J. M. &
Co.

Kingyuan, British str., 1,546 tons,
Capt. J. Taylor, from Hoikow,
buoy No. A15.—B. & S.

Kumsang, British str., 3,341 tons,
Capt. J. H. Ferguson, from
Amoy, Kowloon Wharf.—J. N.
& Co.

Pres. Wilson, American str., 3,319
tons, Capt. M. Ridley, from
Shanghai, Kowloon Wharf.—
Dollar S.S. Line.

Talma, British str., 6,154 tons,
Capt. R. W. Hocking, from
Shanghai, buoy No. A1.—M. M.
& Co.

September 8.

Aagtekork, Dutch str., 5,381 tons,
Capt. Fries, from Shanghai,
buoy No. A2.—J.C.M.E.

Ardent, Norwegian str., 1,101 tons,
Capt. H. A. Johnson, from
Bangkok, buoy No. B19.—K.
Larsen & Co.

Chenan, British str., 1,355 tons,
Capt. Newton, from Canton,
buoy No. B17.—B. & S.

Kiungchow, British str., 1,645 tons,
Capt. W. J. Larter, from Swa-
tow, buoy No. B14.—B. & S.

Meiwa Maru, Japanese str., 5,115
tons, Capt. Matsura, from
Milke, buoy No. A13.—Y.K.K.

Seistan, British str., 1,571 tons,
Capt. Alex. C. Inglis, from
Hoikow, buoy No. A14.—Jeb-
shun & Co.

Shun Lee, Chinese str., 640 tons,
Capt. B. Miyakoshi, from Can-
ton, buoy No. C3.—Yee Tai
Hong.

Sinkiang, British str., 1,016 tons,
Capt. F. Gibbs, from Canton,
buoy No. B9.—B. & S.

Tai Ping, British str., 2,582 tons,
Capt. A. M. Frame, from Mani-
la, Holt's Wharf.—B. & S.

SHIPPING MOVEMENTS.

The P. & O. s.s. Burdwan left
Singapore for this port on the 7th
inst. at noon, and is due here on
the 11th inst. at about noon.

The Ben Line s.s. Bengloe, from
Middlesbrough, Antwerp, London and
Straits, left Singapore for this port
on the 5th inst., and is due to ar-
rive here on the 11th inst.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND)
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, SUMATRA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AFRICA, SOUTHERN AFRICA,
AUSTRALIA, INCLUDING NEW ZEALAND & QUEBEC,
LAND PORTS, RED SEA, SOYAT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL PORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From	Destination
"CATHAY"	15,000	12th Sept.	Neon
"GARBETA"	5,300	16th Sept.	Bombay, Marseilles & London
"SQUADAN"	8,900	16th Sept.	Straits, Colombo & Bombay
"KALYAN"	9,000	26th Sept.	Mars, Ldon, R'dm, A'warp & Hull
"MIZAPOR"	6,700	26th Sept.	Straits, Colombo & Bombay
"MANTUA"	11,000	10th Oct.	Marseilles and London
"KASHMIR"	9,000	24th Oct.	Mars, Ldon, R'dm, A'warp
"BURDWAN"	6,500	31st Oct.	Mars, Havre, Ldon, R'bg, R'dm, A'warp
"NALDERA"	16,000	7th Nov.	Bombay, Marseilles and London
"KASHGAR"	9,000	21st Nov.	Mars, Ldon, R'dm, A'warp
"RAJPUTANA"	17,000	5th Dec.	Marseilles and London
"CORFU"	18,000	15th Dec.	do.
"SOMALI"	6,500	20th Dec.	Mars, Havre, Ldon, R'bg, R'dm, A'warp
"RAWALPINDI"	17,000	2nd Jan.	Bombay, Marseilles and London
"KARNATA"	9,000	16th Jan.	Mars, Ldon, R'dm, A'warp
"CHITRAL"	16,000	30th Jan.	Bombay, Marseilles & London

* Cargo only. † Calls Calcutta. ‡ Calls Djibouti. § Calls Bangkok.

Frequent connections from Port Said for Passengers and Cargo to Con-
stantinople, Piraeus, Smyrna, and other Levant Ports by steamers of
the Khedivial Mail Steamship Co.

BRITISH INDIA-AFOAR SAILINGS

Ship	Tons	Date	Destination
"TAKADA"	7,000	23rd Sept.	Singapore, Penang & Calcutta
"SIRDHANA"	9,000	4th Oct.	do.
"TILAWA"	10,000	14th Oct.	do.

† Calls Bangkok.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd
class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Ship	Tons	Date	Destination
"NANKIN"	7,000	2nd Oct.	Manila, Batavia, Brisbane
"NELLORE"	7,000	31st Oct.	Sydney and Melbourne
"TANDA"	7,000	2nd Dec.	do.

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong
Kong to Australia.

Long Kong to Sydney—10 days.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand.

Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of Steamers to London via Sum.

The New Zealand Shipping Co.'s Steamers for Southampton and London via
Panama Canal.

SAILINGS

